LONDON STEAM in the Fifties

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Introduction

A railway enthusiast living in the West Country has a natural leaning towards the workings of the Western. One living in, say Manchester, favours the Midland and so on. The enthusiast who lives in or near London, however, often has no geographical favourite as he has an equal opportunity to observe the Western into Paddington, the Southern from Waterloo, Charing Cross, London Bridge and Victoria, the Midland from Euston, St. Pancras or even Fenchurch Street and the Eastern from Kings Cross, Liverpool Street or Marylebone. The photographs in this album are a selection thus taken on the main lines in and around London in the period from 1951 to 1959 and include a proportion of London shed scenes in order to give as good a representation as possible of the different types of motive power that graced the capital during this period.

My own interest in railways began in the early part of World War 2 when, as a schoolboy engine-spotter, my friends and I would race on our bicycles down to Chislehurst in an endeavour to 'cop' some new locomotives whilst eating our lunchtime sandwiches and swigging a communal bottle of Tizer. Although aware of *Schools* and *Arthurs* the classes of the majority of the other types were unknown to us and we merely had our own list of numbers and, where known, names to go on. In December 1942 this all changed when a little sixpenny booklet appeared on the bookstalls—the first Ian Allan ABC of the Southern Railway! Now something could be learnt of the different classes and wheel arrangements and, for the first time, we could see just how many locos there were that had yet to be seen. This general broadening of outlook continued through to the end of hostilities and as each new ABC made its appearance so one's travels extended to include summer evenings and week-ends at such places as Clapham Junction, Wood Green, Royal Oak, Stratford and Euston. I can still remember to this day the frustration of seeing my first streamlined *Princess Coronation* with nameplates removed in the wartime blackness of Euston Station but being completely unable to decipher the number under the thick grime over the black casing!

National Service call-up in 1948 put an end to my schoolboy's hobby but a general interest in railways naturally remained. With a meagre Army gratuity I purchased my first camera in 1951 and in lieu of engine numbers began to collect photographs. City lunch hours at Liverpool Street or Waterloo, evenings at Camden and Holloway Banks, Saturdays at Twyford, Potters Bar, Bushey, Brentwood and Elstree followed and soon the complete spectrum of the railways into London began to take shape in photographic form. No lines were left unexplored and all types of locomotive class to be seen in the metropolis were recorded either in action or on shed at King's Cross, Camden, Cricklewood, Neasden, Stewarts Lane, Bricklayer's Arms, Nine Elms, Old Oak Common, Willesden and that 'Palace of Varieties', Stratford, etc, etc.

Throughout my interest in railways has been primarily concerned with the locomotive itself, its noise, its smell, its atmosphere and mood. Even so I have no expert knowledge as to its inner workings or methods of driving or firing. The approach has been an emotional one and what technical knowledge I have has been picked up on the way rather than learnt by theoretical study. I hope that any lack of specialist knowledge will not be too apparent to the experts and that any deficiencies in this respect will be compensated for in nostalgia for the days when steam in London held supreme.

Sidcup, Kent
March 1975

Above: Newly attired in its short-lived blue livery, 'King' class 4-6-0 No 6016 *King Edward V* heads for the Chiltern Hills near Seer Green in July, 1952 with the 16.10 Paddington to Birkenhead express.

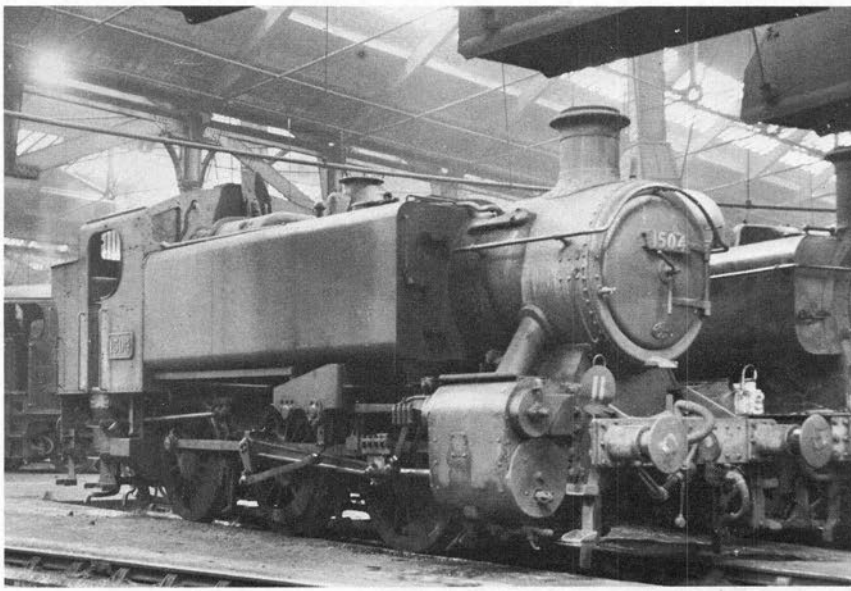
Top right: A local train from Banbury enters High Wycombe in June, 1953 behind 6100 class 2-6-2T No 6103.

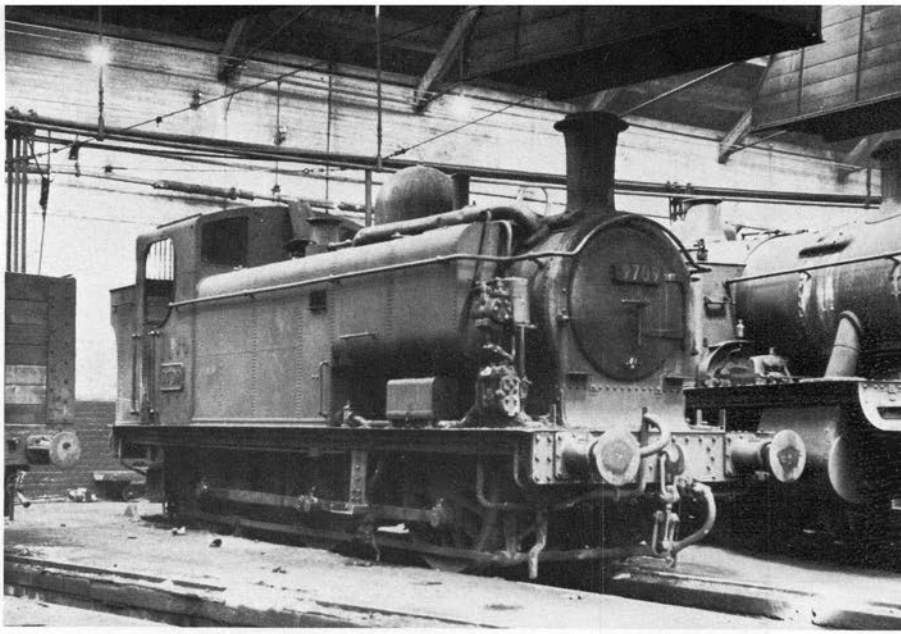
Right: One of the original batch of Churchward's 1911 4300 Class 2-6-0 design, No 4375, ambles through the Buckinghamshire countryside with a London-bound freight from Tyseley in April, 1953.

6103

A375

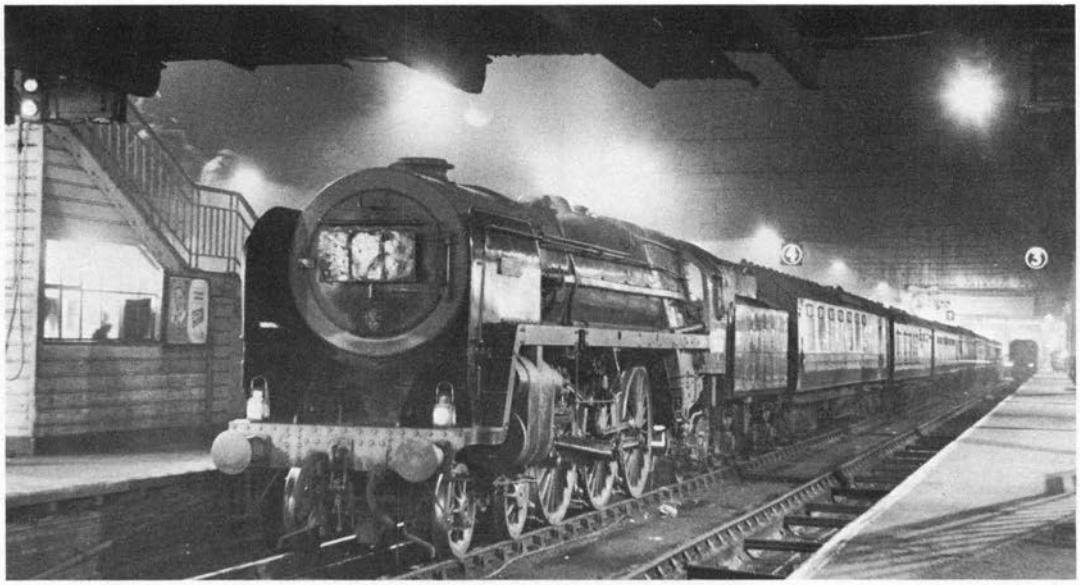
Above: An integral part of the Western scene anywhere was the ubiquitous pannier tank.





Left/Bottom left/Top right: Around London the main type was the 5700 class, of which No 8754 is shown bringing empty stock for a Swansea train into Paddington near Royal Oak in August, 1958. Also evident in London were the 1500 class, 9400 class and condensing 5700 class, of which examples are shown at Old Oak Common (81A) in 1958; the locomotives are Nos 1504, 9410 and 9709 respectively.

Right: The 11.55 Sunday train to Swansea and Pembroke Dock was oversubscribed on August 3rd, 1958 and the sections were split. Here the Swansea portion leaves Paddington at 11.45 and runs under Westbourne Bridge with 'Castle' class No 4094 *Dynevor Castle* making light of the ten well laden coaches.



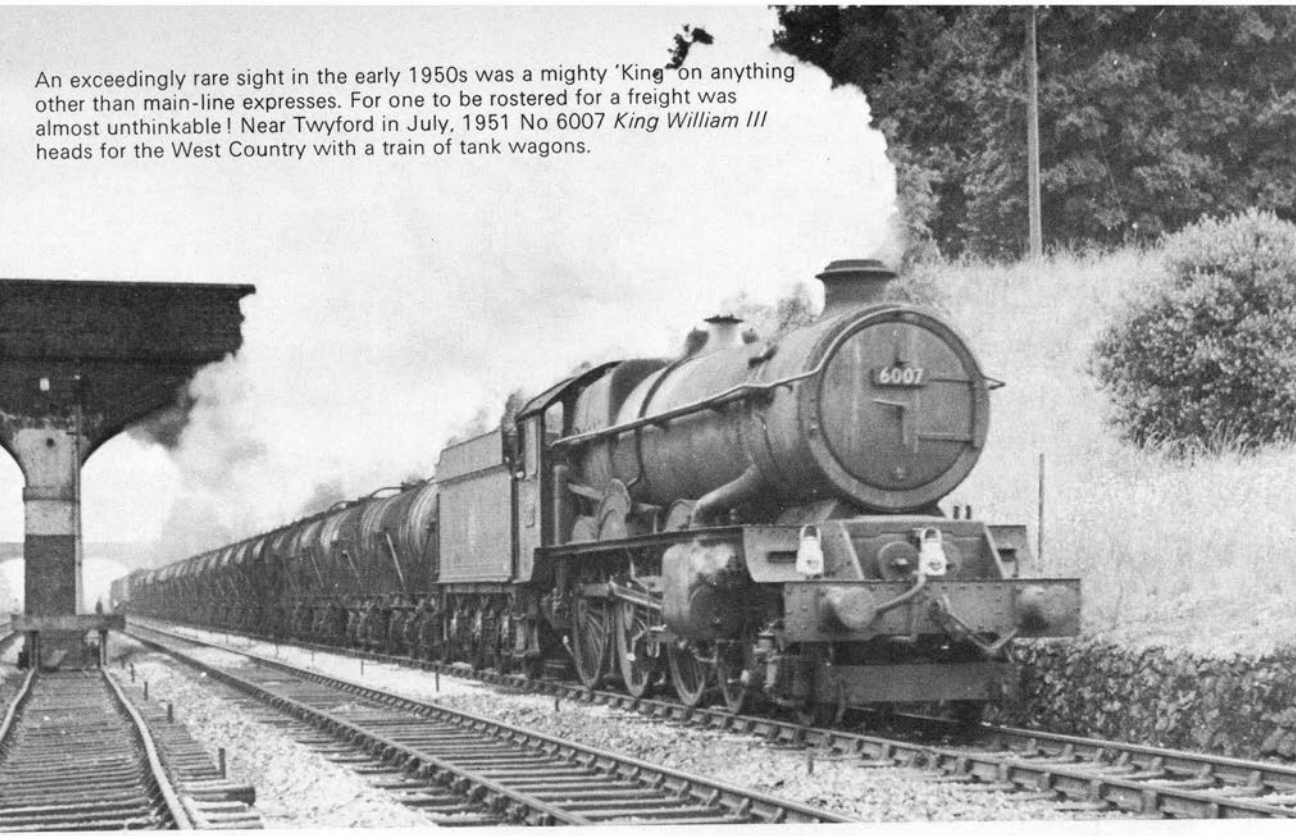
Above: A cold and dark November evening in 1952 is illuminated by the station lighting at Paddington as the 18.55 Swansea express prepares to leave behind 'Britannia' Pacific No 70020 *Mercury*.

Below/Top right/Right: Over 250 'Hall' class 4-6-0s were in use on the Western Region in the 1950s. Just three of their widely varying duties are depicted here. No 5995 *Wick Hall* is near Seer Green with an excursion for Hastings in July, 1952; No 5907 *Marble Hall* heads a down mixed freight near Denham in April, 1953; and No 5954 *Faendre Hall* is near Twyford in July, 1951 with a semi-fast for Henley and the Regatta.

5907

TILBURY
5934

An exceedingly rare sight in the early 1950s was a mighty 'King' on anything other than main-line expresses. For one to be rostered for a freight was almost unthinkable! Near Twyford in July, 1951 No 6007 *King William III* heads for the West Country with a train of tank wagons.



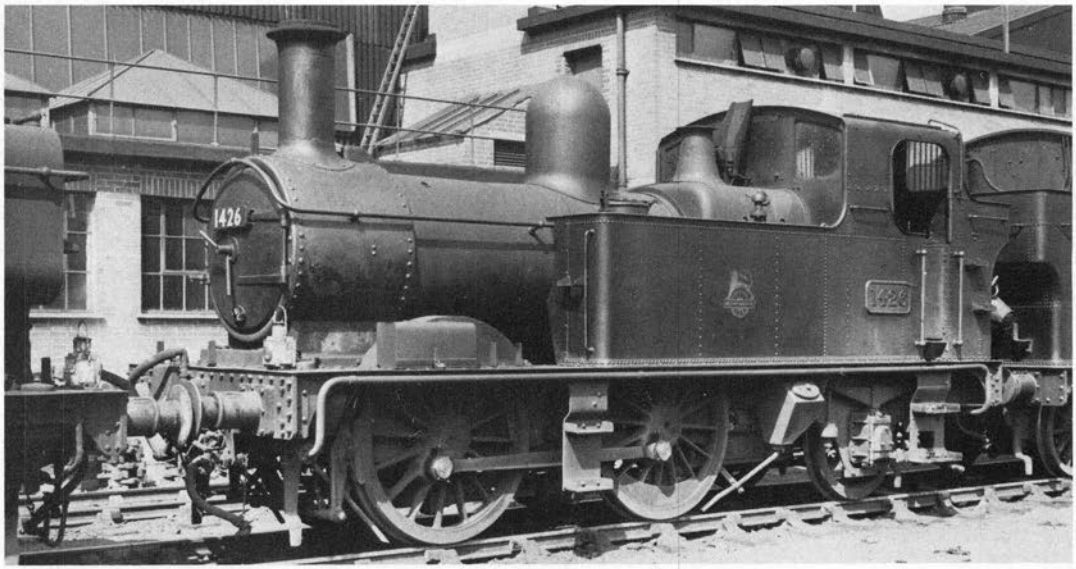
Heading for Plymouth 'Castle' class 4-6-0 No 7036 *Taunton Castle* was caught near Twyford on the same day.

Above: No 5029 *Nunney Castle* races through Southall in the London suburbs in May, 1956 with an up Bristol train.

Top: Returning home to Oxley shed (84B) from London, Class 2800 2-8-0 No 3860 hauls a long and very mixed freight train near Twyford, also on the same day.

Above: No 5010 *Restormel Castle* with the 11.10 Paddington-Birkenhead train near High Wycombe in June, 1953.

Right: Three of the rarer birds to be seen in the London area. (Top) Although most of the 4700 Class 2-8-0s were allocated to Old Oak Common, they always appeared to work the most obscure freights or unscheduled relief trains. Here No 4703 has been made ready to work such a summer relief and simmers in the sun awaiting a clear road in May, 1956. (Centre) 1400 Class 0-4-2T No 1426 pictured at Southall (81C) in May, 1956. (Lower) Just 25 0-6-0PTs of Class 5400 were built to Collett's design in 1931 and only one or two ever came into the allocation of a London shed. One that did was No 5415, shown at—and allocated to—Southall in May, 1956.


1426

5415

835

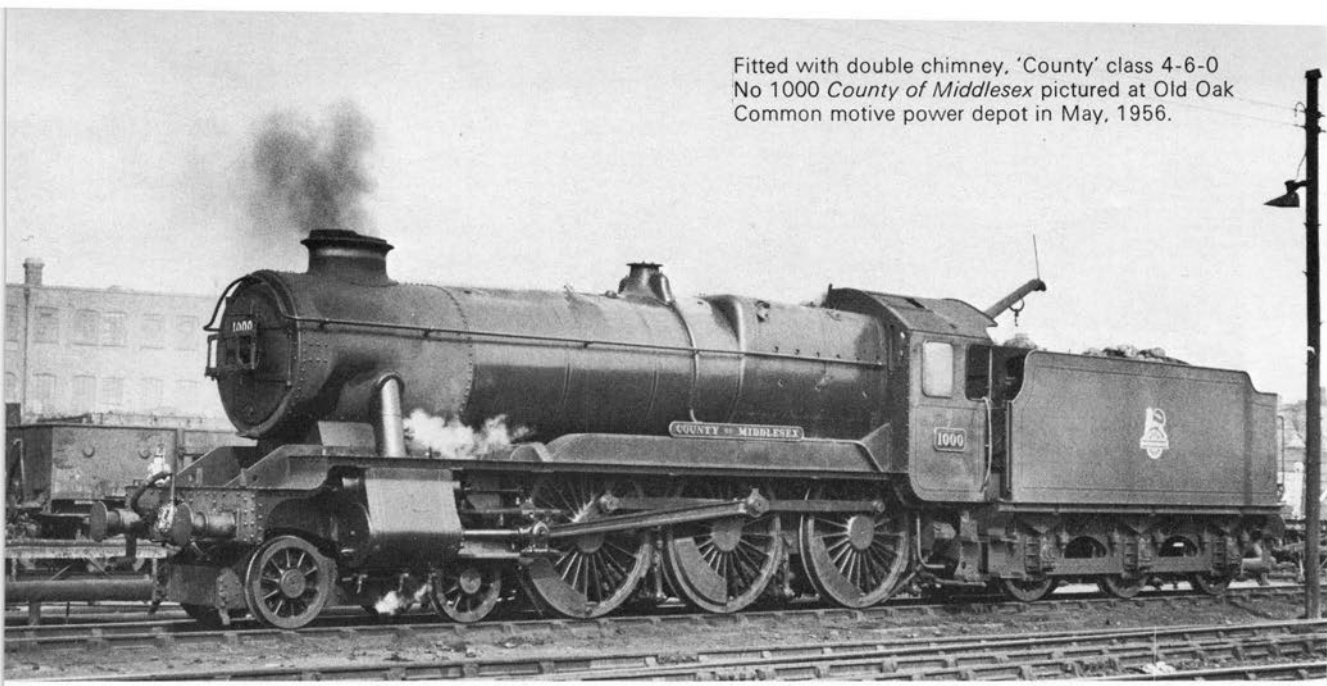
915

Top left: A down freight for St. Philip's Marsh, Bristol seen between Ealing and Hanwell in May, 1957, headed by 'Grange' class 4-6-0 No 6835 *Eastham Grange.*

Left: On a shimmering hot day in July, 1952 'Hall' class 4-6-0 No 4924 *Eydon Hall* races along between Beaconsfield and Seer Green with a Birkenhead to Margate train consisting entirely of Southern malachite green stock.

Above: A down freight for Worcester near Denham in April 1953 headed by Collett 2251 class 0-6-0 No 3216. Introduced in 1930, some 120 of this type were built and were extensively used over the whole of the Western.

Top: Rarely seen in the vicinity of London, a 9000 Class 4-4-0, No 9018, hurries through Sonning Cutting in July, 1951 with an up parcels train.



Fitted with double chimney, 'County' class 4-6-0 No 1000 *County of Middlesex* pictured at Old Oak Common motive power depot in May, 1956.

Although allocated to Cardiff (Cathays) this 7200 Class 2-8-2T appeared at Slough motive power depot in June, 1958. No 7205 was one of 54 such locomotives, most of which were allocated to Wales.

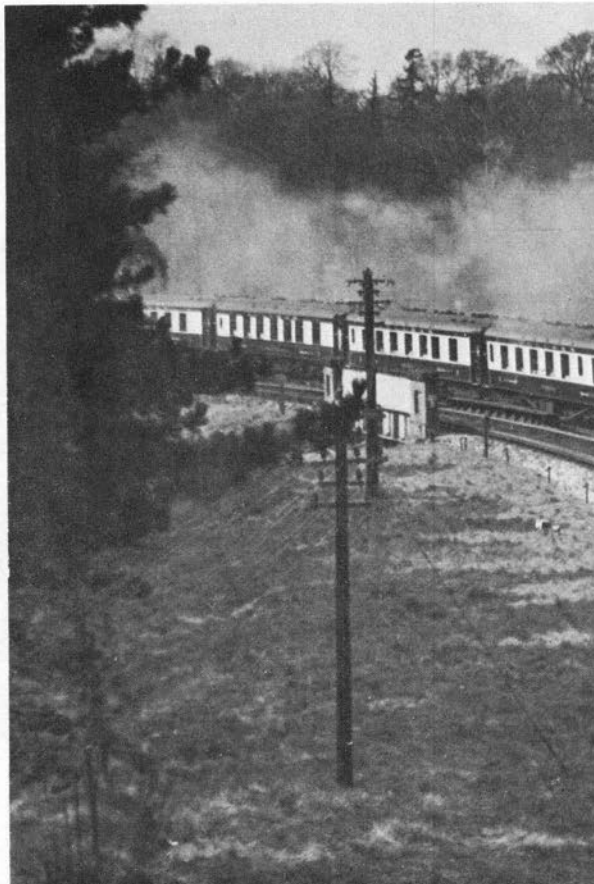
Above: 9000 Class 4-4-0s Nos 9023 (pilot) and 9011 near Clapham Junction in April, 1954 with a special train organised by the Railway Correspondence and Travel Society between Victoria and Swindon.

Below: The morning express for Pembroke Dock steams away from Paddington in August, 1958 with an immaculate 'Hall' class 4-6-0 No 4991 *Cobham Hall* from Newton Abbot in charge.

Above: The Paris to London 'Night Ferry' headed by Bulleid Merchant Navy Pacific No 35029 *Ellerman Lines* rounds the curve at Bickley Junction in August, 1951.

Top right: The down 'Kentish Belle', Victoria to Canterbury and the Kent coast, near Bickley in July, 1955 headed by Battle of Britain Pacific No 34067 *Tangmere.*

Right: A cold early April sun highlights Merchant Navy Pacific No 35028 *Clan Line* as the curve on to the Chislehurst Loop is negotiated with the down 'Golden Arrow' in 1954.



PULLMAN
PULLMAN
KENTISH BELLE

GOLDEN
ARROW

Above: With larger driving wheels than the Class N 2-6-0s they closely resembled, the Class U Moguls took longer to get a heavy train moving than the Ns; but once away they had a fair turn of speed. No 31631 hares under the Charing Cross main line north of Chislehurst in July, 1951 on the approach to St Mary Cray with a down Broadstairs special from Victoria.

Top left: The early morning sun begins to melt away the night's formation of ground frost as Maunsell Class N 2-6-0 No 31404 winds a Tonbridge to Stewarts Lane freight round the Chislehurst Loop towards Bickley Junction in February, 1953.

Left: Another of the versatile Class N Moguls, No 31413, heads a down Kent coast excursion train towards St Mary Cray in July, 1951.

Right: Maunsell 'King Arthur' 4-6-0 No 30802 *Sir Durnore* between Chislehurst and Petts Wood in the February sunshine of 1953 with a down parcels train for Folkestone.

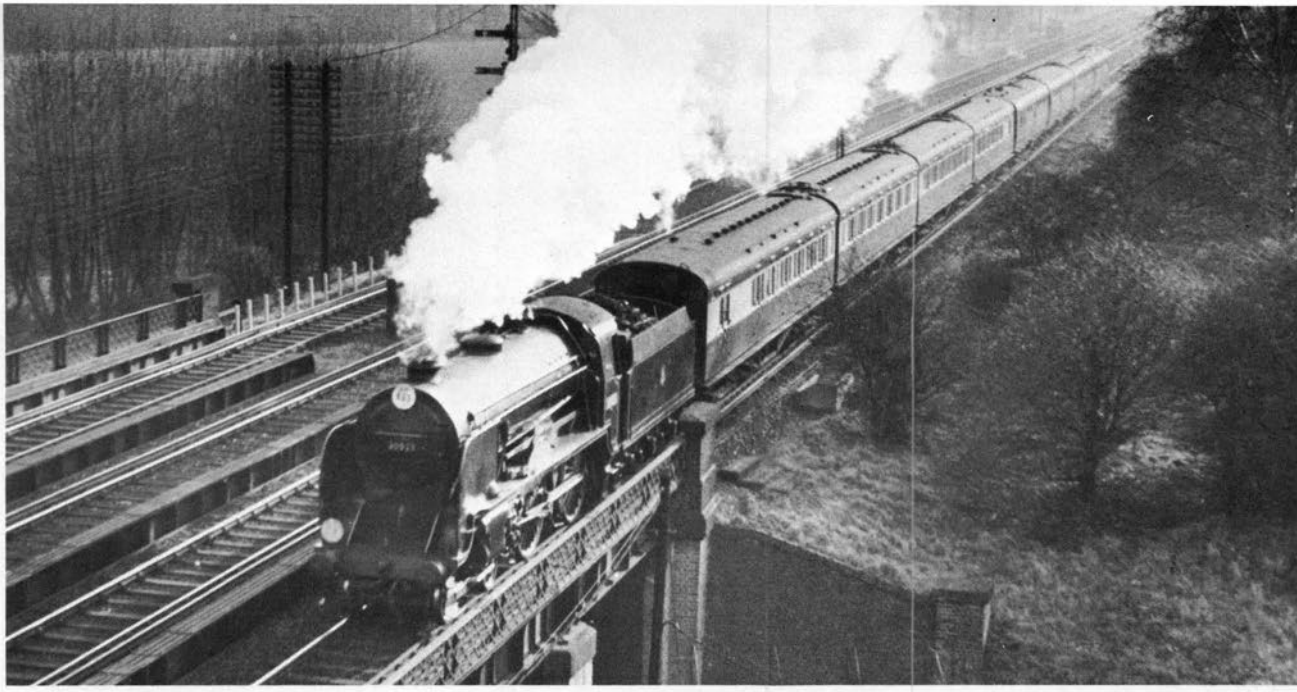
Below: Last of the 'Arthurs'. No 30806 *Sir Galleron,* one of the type built for the Central Section of the Southern with 6-wheeled tender, heads towards the Kent coast past Swanley in pouring rain in August, 1951.

Above: On the same wet August day in 1951 two more 'King Arthurs' have a shower. No 30772 *Sir Percivale* heads towards London with an up parcels train and passes No 30779 *Sir Colgrevance* with a down Victoria-Kent Coast excursion. The scene is Bickley Junction.

Below: A Maunsell 'King Arthur' with 8-wheeled tender, No 30765 *Sir Gareth,* climbing from Bickley to St Mary Cray in July, 1955 with a Victoria-Kent coast express.

Top: Holborn Viaduct to Folkestone livestock train on the Orpington Loop in July, 1951 hauled by Class D1 4-4-0 No 31741.

Above: Another D1 class 4-4-0, No 31487, leaving St Mary Cray in September, 1952 with the 08.36 Ramsgate to Victoria train. These engines were rebuilt in 1921 from the original Wainwright D class and given a larger superheated boiler, a Belpaire firebox and long travel piston valves.



Above: An up Hastings and Tunbridge Wells express approaches Chislehurst on route for Charing Cross in June, 1953 headed by 'Schools' 4-4-0 No 30924 *Haileybury* fitted with multiple-jet blastpipe and large diameter chimney by Bulleid in 1938. Although this modification did not impair the free steaming of these fine locomotives it made no apparent improvement either and was not standardized on the class.

Top: Maunsell's most successful design was the 'Schools' class 4-4-0 introduced in 1930. Here No 30923 *Bradfield* clatters across the bridge that crosses the Victoria line with an up Kent coast express in November, 1952.

Wainwright's South Eastern & Chatham Railway C class 0-6-0 No 31724, designed in 1900, recovers from a signal check near Chislehurst in July, 1951 with a Holborn Viaduct to Dover freight via Maidstone East.

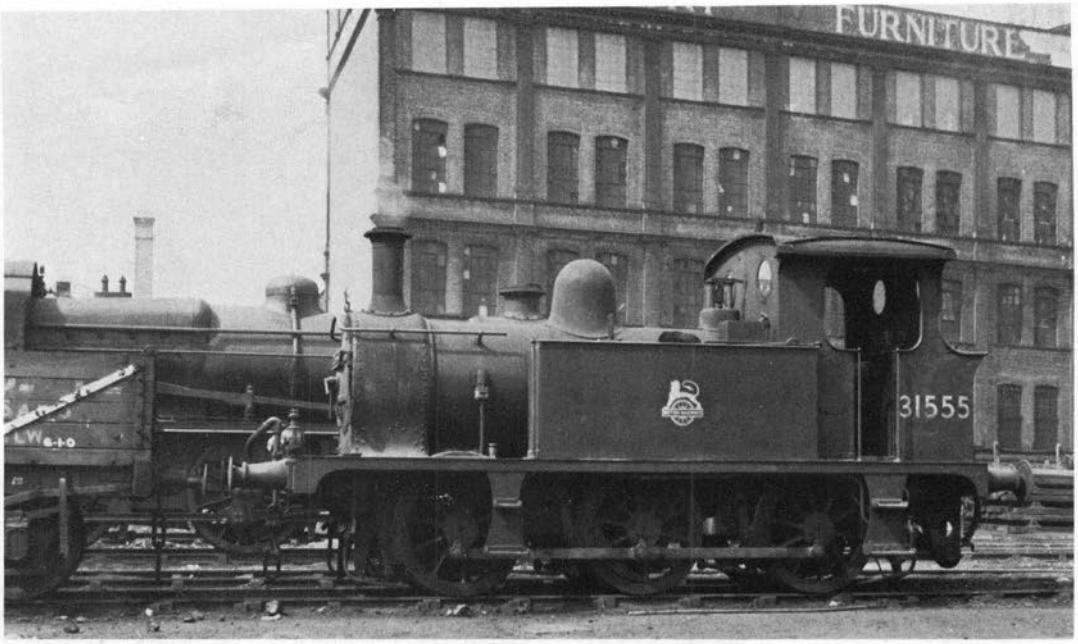
Another C class, No 31229, scurries down Hildenborough Bank between Sevenoaks and Tonbridge with the 15.16 stopping train from Sevenoaks to Tunbridge Wells in May, 1953.

Above: A Kirtley London Chatham & Dover Railway design of 1891 still going well as late as May, 1953. Although rebuilt with an H class boiler this Class R 0-4-4T is still basically original and here heads the 12.58 Tonbridge to Sevenoaks local up Hildenborough Bank. The loco is No 31666.

Below: Ex-Southern Railway design of 1926 and a London Brighton & South Coast type of 1897 vintage side by side outside Bricklayers Arms motive power depot (73B) in April, 1955. On the left Class L1 4-4-0 No 31788 and on the right Class E4 0-6-2T No 32564 await their next duties.

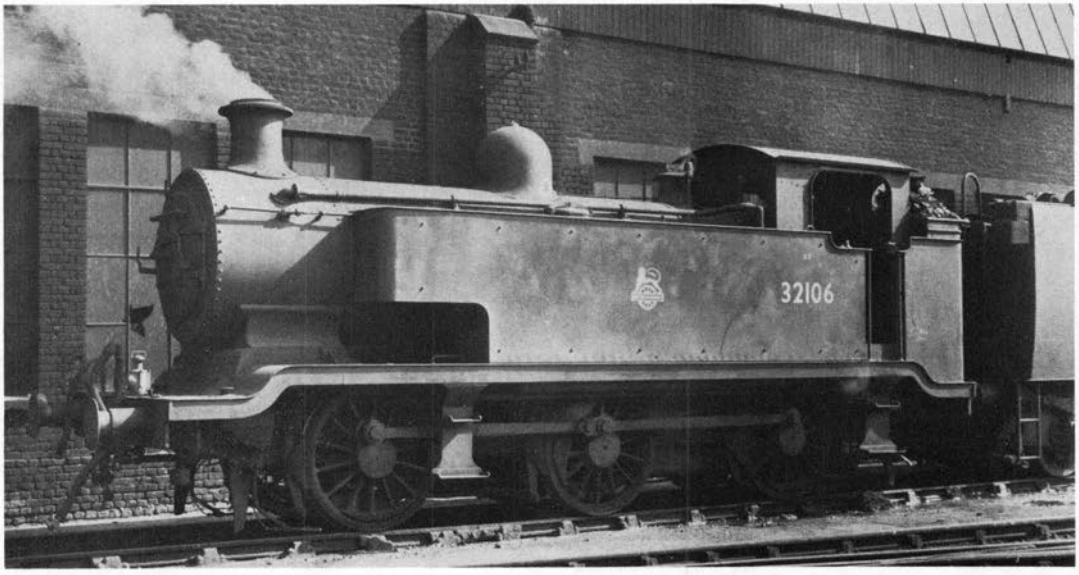
GOLDEN
ARROW

311
31164



Above: A little Class P 0-6-0, No 31555, designed in 1909 for push-and-pull workings but found more suitable for shunting at Stewarts Lane (73A) in August, 1954.

Below: Another class of locomotive used quite extensively for shunting was the Billinton London Brighton & South Coast Railway 1913 design of E2 0-6-0T. No 32106 of the type with extended tanks at Stewarts Lane on the same day.



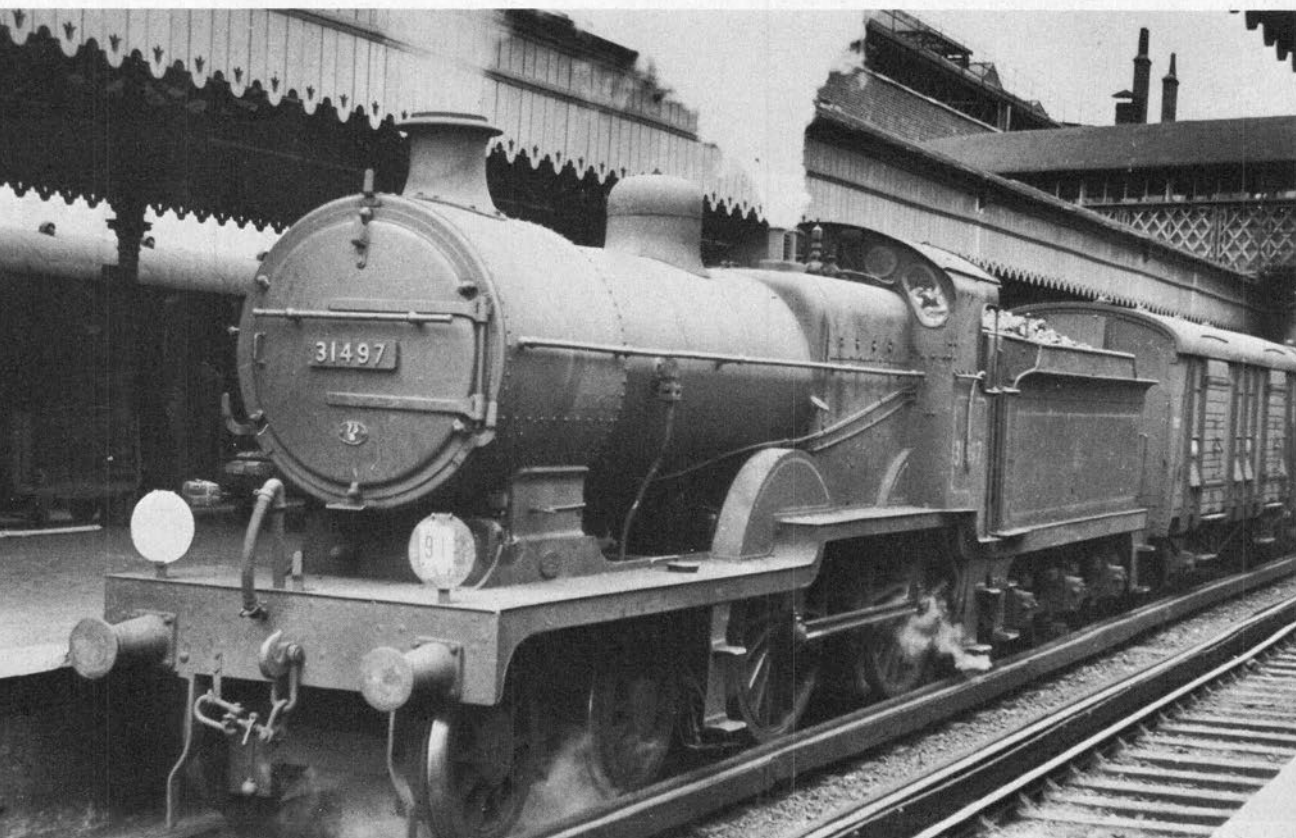
Top left: About to curve to the right to negotiate the Bickley Loop that joins up with the Charing Cross main line near Petts Wood, 'Britannia' Pacific No 70004 *William Shakespeare* heads the down 'Golden Arrow' near Bickley in July, 1955. Locomotives for this turn were always immaculately turned out.

Left: The various local trains that shared the Kent Coast main line with summer holiday traffic never appeared to hold things up despite just double track through most of Kent. Here a 1904 vintage Class H 0-4-4T No 31164 fitted for push-and-pull working in 1949 enters Hildenborough station with the 17.05 Tonbridge to Dunton Green stopping train in May, 1953.

Above: An up van train from Dover coasts into London Bridge station late on a June evening in 1953, Ashford (74A)-based Wainwright Class C 0-6-0 No 31513 in charge.

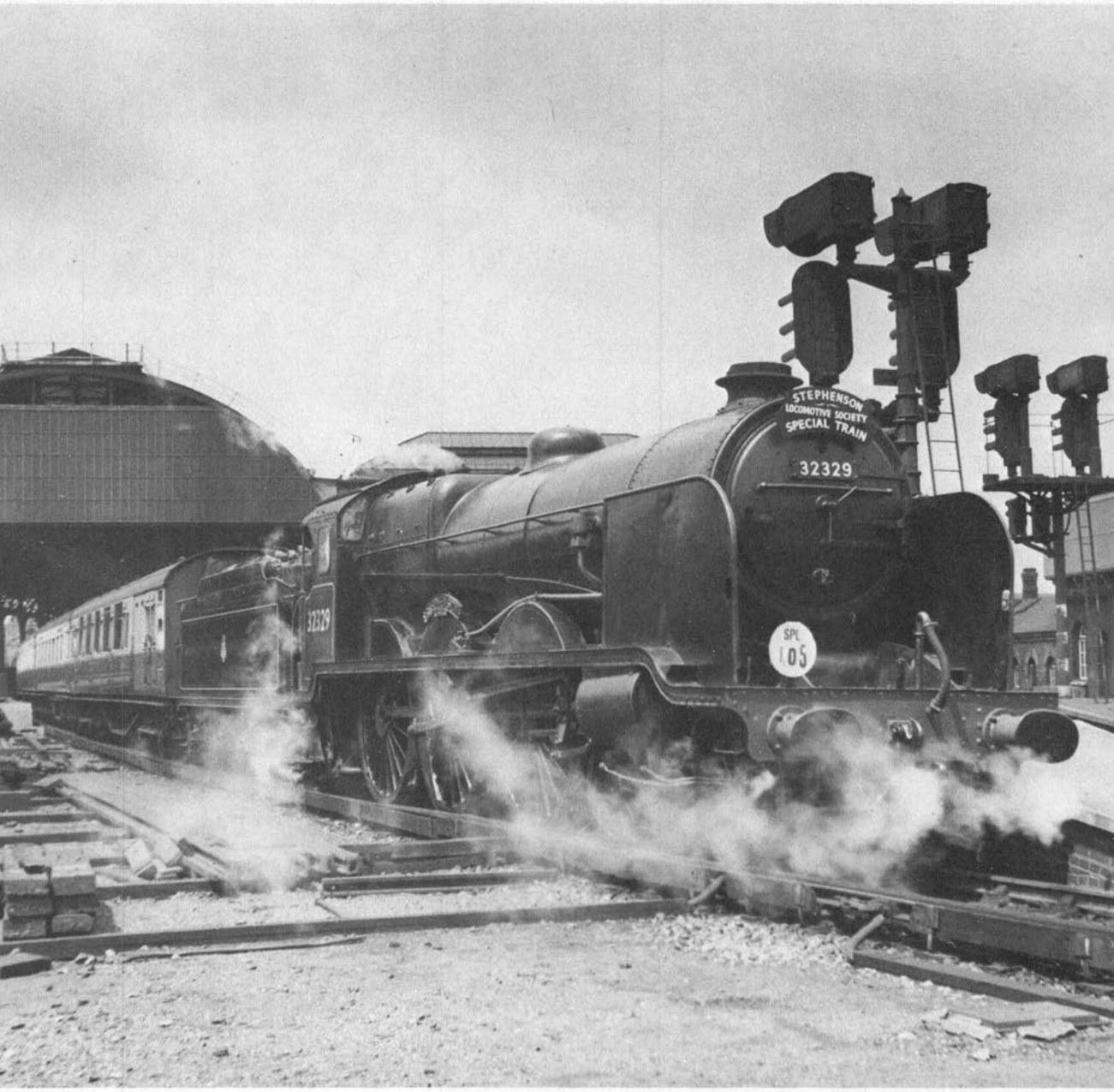
Top right: September, 1951 and Marsh LBSCR Class H2 Atlantic No 32422 *North Foreland* slips on wet rails with the 17.40 train to East Grinstead as it leaves London Bridge.

Right: A London Bridge to Tonbridge van train slowly moves away from London Bridge Station in July, 1951 behind Class E1 4-4-0 No 31497.


31497

Bottom: A New Cross-Bricklayers Arms-London Bridge van train approaches its destination on a bitter January day in 1953. Sleet is falling on the locomotive, Class E6 0-6-2T No 32409.

Below: An evening Dover to Cannon Street train enters London Bridge in June, 1953 behind 'Schools' class 4-4-0 No 30934 *St Lawrence*.



A Stephenson Locomotive Society special train from London Bridge to Brighton in June, 1956 is appropriately headed by 'Remembrance' class 4-6-0 No 32329 *Stephenson.*

Above: The commuter's interior view of Cannon Street station before the overall roof was removed. Class L1 4-4-0 No 31787 pulls away on a Sunday morning in October, 1951 with the 12.05 train to Charing Cross.

Top right: 'West Country' Pacific No 34104 *Bere Alston* between Bickley Junction and St Mary Cray in February, 1953 with a Victoria to Dover express.

Right: An up Dover express battles up Hildenborough bank in May, 1953 behind large chimney 'Schools' class 4-4-0 No 30921 *Shrewsbury*.

30921

Above: A Cannon Street-Hastings express gallops through the London suburbs near Petts Wood in April, 1954 behind 'Schools' 4-4-0 No 30904 *Lancing*.

Top: Class N 2-6-0 No 31410 steams freely past Bickley in September, 1952 with the 10.45 train from Herne Hill to Ramsgate. The loop that joins the Victoria and Charing Cross main lines is seen on the left.

A very mixed van train from Folkestone to London Bridge coasts through Petts Wood in April, 1954 behind 'King Arthur' 4-6-0 No 30798 *Sir Hectimere.*

London Bridge to Folkestone empty stock passes Chislehurst on a cloudless but very cold November day in 1952 behind Class U1 2-6-0 No 31906. The 21 locomotives of this class were introduced in 1928 and were three-cylinder developments of the Class U.

Winter on the Southern. 'Schools' 4-4-0 No 30906 *Sherborne* between Chislehurst and Petts Wood in January, 1952 with a down Hastings via Tunbridge Wells Central train.

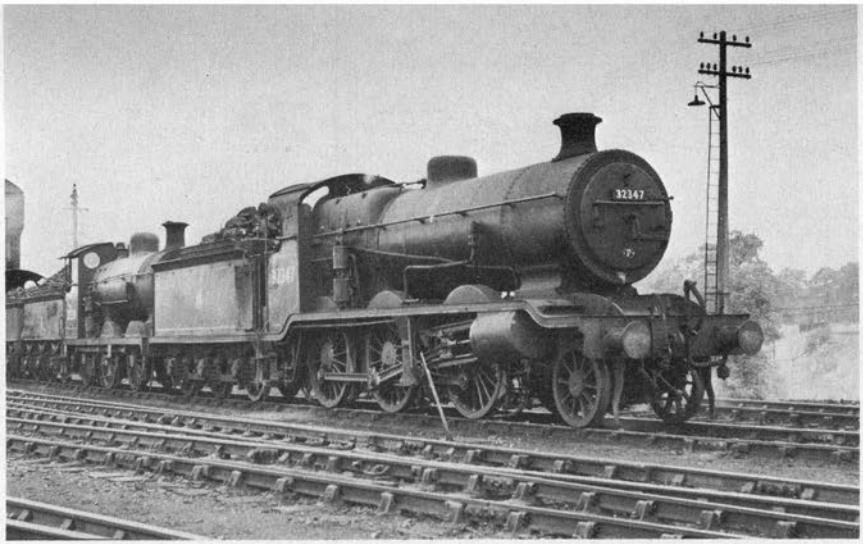
Above: Boxing Day, 1951 and with the rails and sleepers encrusted with morning frost the down 'Golden Arrow' sweeps round the Bickley Loop behind 'West Country' Pacific No 34092 *City of Wells.*

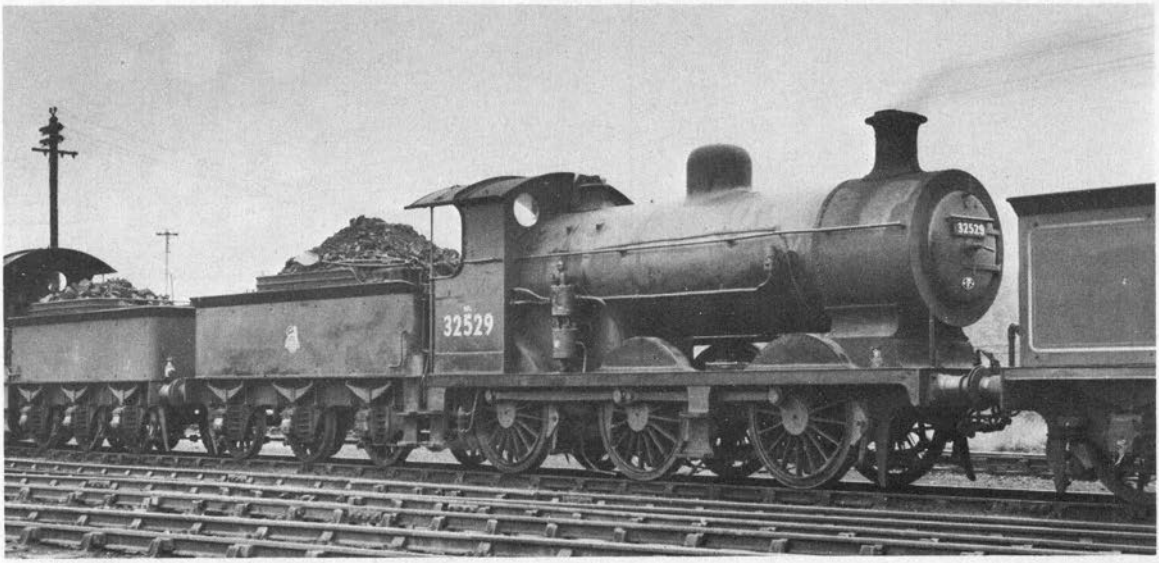
Below: Winter landscape near Chislehurst with Schools No 30905 *Tonbridge* at the head of a down Hastings train.

Right: Ex LBSCR Class K Mogul No 32347 of 1913 vintage at Redhill on the same day.

Below: Ex LBSCR Class C2X 0-6-0 No 32529 introduced in 1908 at Redhill (75B) in October, 1964.

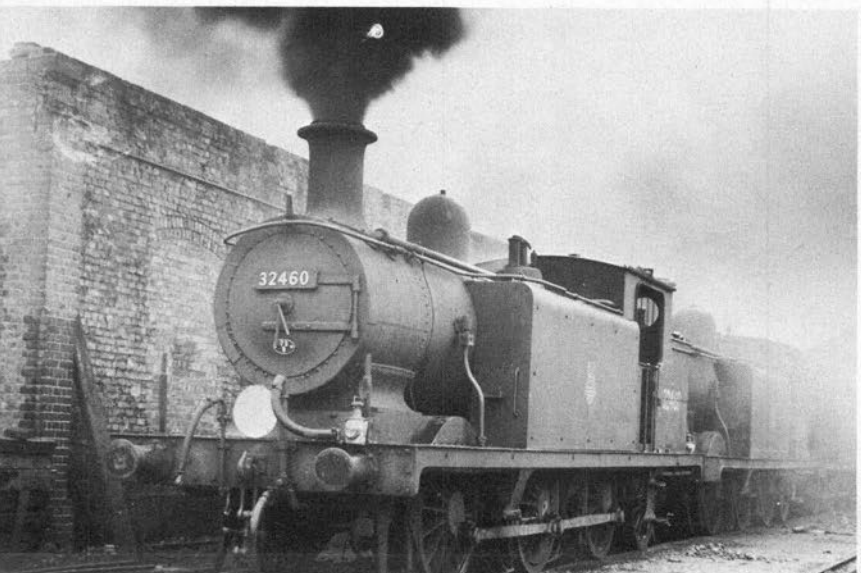
Bottom: A Maunsell 1931 design that was, in fact, a development from the Class N1 Mogul was the Class W 2-6-4T, of which No 31915 is seen here at Stewarts Lane (73A) in August, 1954.





Left: In store for the winter at Norwood Junction on the same day is Class E6 0-6-2T No 32413, a Billinton 1904 design for the LBSCR.

Below: Just two Class E4s were rebuilt in 1909 with the larger Class I2 4-4-2T type boiler and redesignated E4X. One of the type, No 32477, is depicted here at Norwood Junction (75C) in November, 1954.



Left: Preparing for the day's duties Class E3 0-6-2T No 32460 has been fired and simmers at Bricklayers Arms (73B) awaiting crew. These enginers were a Billinton 1894 development of Stroudley's 1891 West Brighton class; they were fitted with extended smokeboxes and reboilered around the end of World War I.

35014
4
CENTRAL
DISTRICT

34092

Wainwright's 1901 South Eastern & Chatham Railway Class D 4-4-0 No 31746 awaits right away from Waterloo Main with the 20.13 parcels train for Reading in February, 1952.

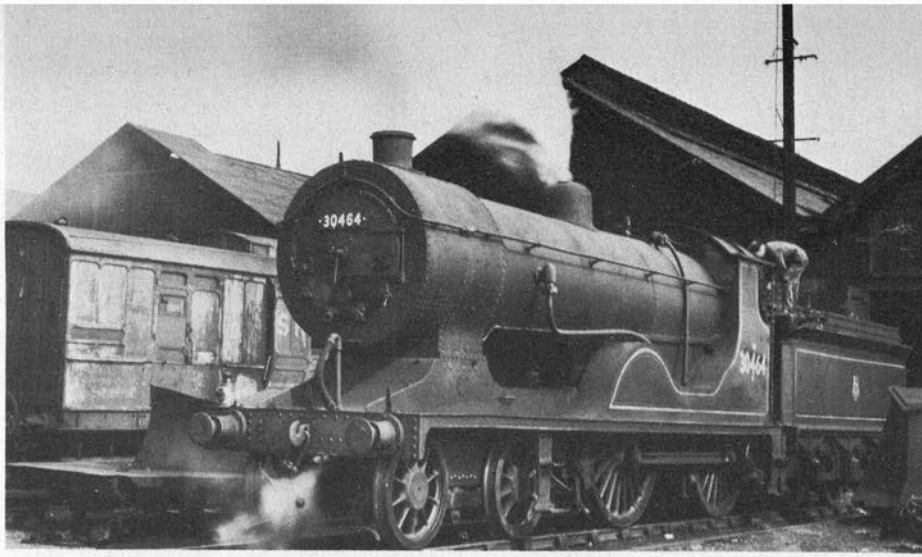
Left: Two photographs that graphically illustrate the problems of smoke deflection with the original Bulleid Pacifics. 'Merchant Navy' No 35014 *Nederland Line* near Basingstoke in September, 1952 with the 09.00 Waterloo-Exeter express and 'Battle of Britain' No 34088 *213 Squadron* near Swanley in November, 1952 with the 09.30 Victoria-Ramsgate express.

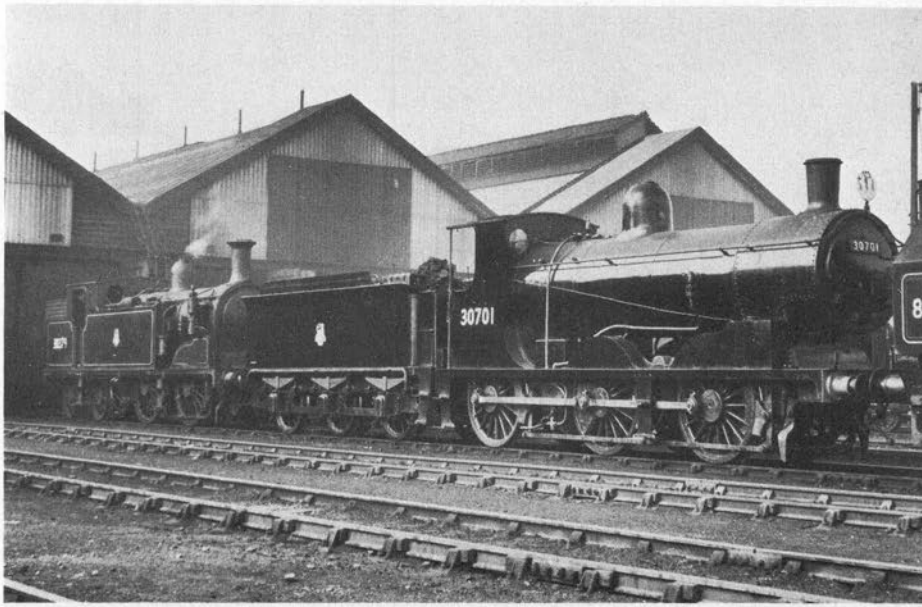
32447

Left: A Hastings to Birkenhead through train passing Redhill in June, 1951 behind Class U1 2-6-0 No 31900.

Bottom left: Class C2X 0-6-0 No 32447 struggles away from Norwood Junction in June, 1951 with a freight for Guildford.

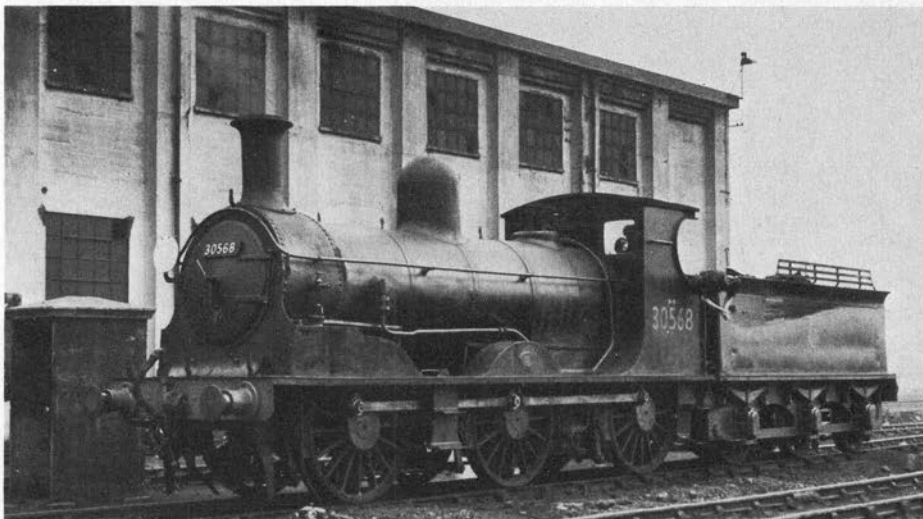
Right: Drummond London South Western Railway Class D15 4-4-0 introduced in 1912 and superheated by Urie from 1915. No 30464 of the class at Nine Elms (70A) in July, 1954.



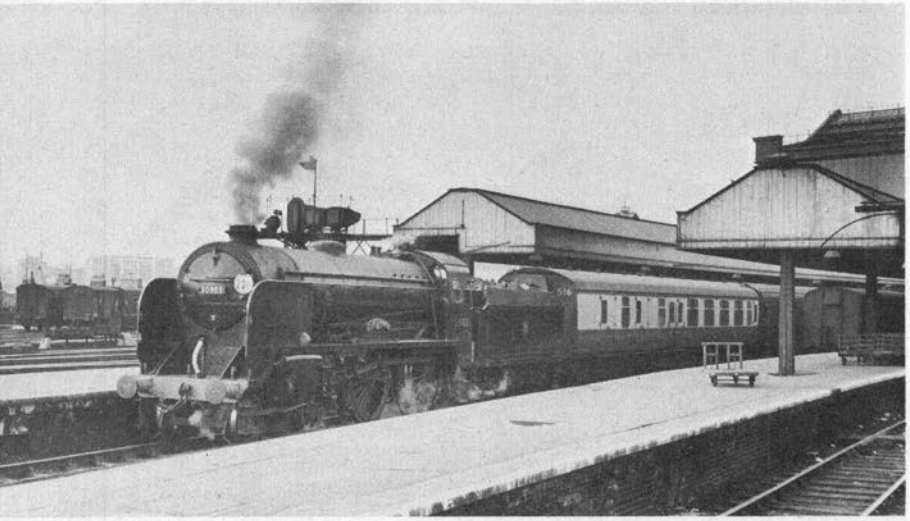


Right: Two more ex-LSWR designs on shed the same day. Drummond Class M7 0-4-4T No 30379 fitted for push-and-pull working and the same engineer's Class 700 0-6-0 No 30701 introduced in 1897 and superheated from 1921.

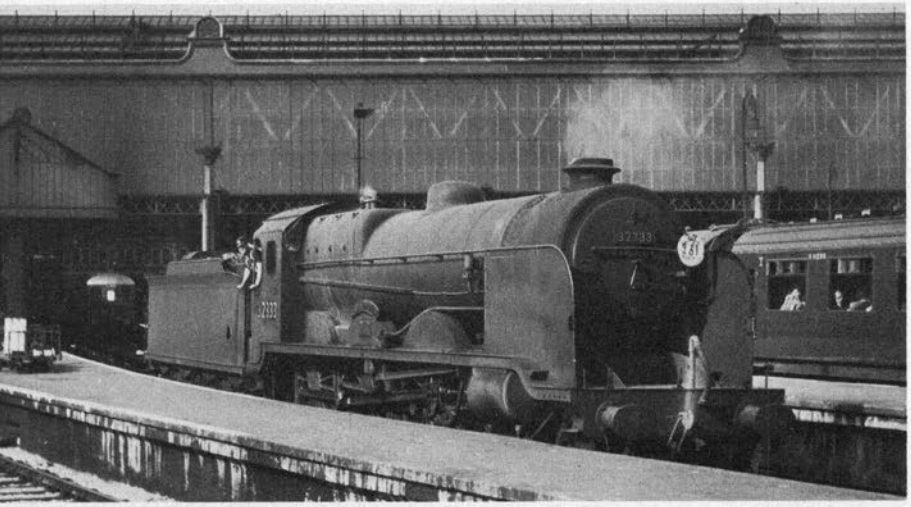
Right: An Adams LSWR design, Class 0395 0-6-0 No 30568 dating from 1885, at Feltham (70B) in May, 1955.



Standard 5MT 4-6-0 No 73110 allocated to Nine Elms (70A) prepares to leave Waterloo Main in August 1958 with the 17.39 train for Salisbury.



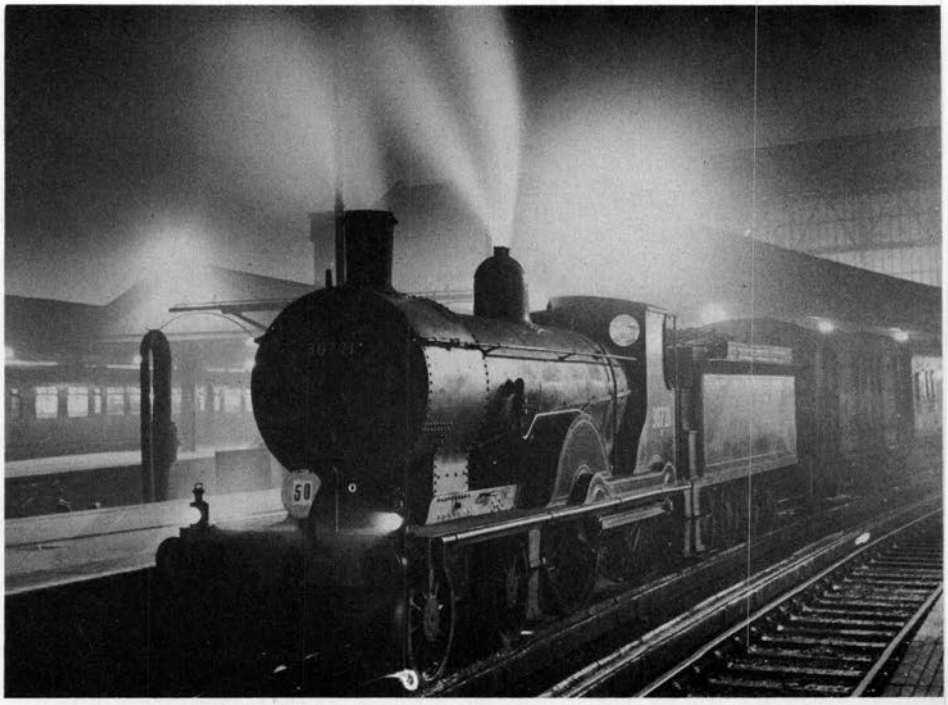
'Schools' class 4-4-0 No 30903 *Charterhouse* eases an evening train for Southampton Terminus out of Waterloo Main in August, 1958.



Class N15X 4-6-0 No 32333 *Rememberence* waiting for its train of empty stock to arrive from Clapham sidings before leaving Waterloo Main in June, 1951 with a Southampton Terminus train.

Above: Waterloo Main at night in February, 1952 as 'West Country' Pacific No 34011 *Tavistock* waits to leave with a train for Basingstoke.

Right: Another night scene from February, 1952. Drummond Class T9 4-4-0 No 30721 waits to take leave of Waterloo Main with a down parcels train.



34109
THE
ROYAL WESSEX

he Southern from Waterloo had its share of titled trains and four of them are epicted on this page. (1) The Pullman 'Cunarder' from Southampton ses through Clapham Junction on the approach to the London terminus in uly, 1956 behind 'Lord Nelson' 4-6-0 No 30860 *Lord Hawke*. (2) 'Battle of ritain' Pacific No 34109 *Sir Trafford Leigh-Mallory* starts away from aterloo with the 'Royal Wessex' for Bournemouth and Weymouth in June, 951. (3) 'Britannia' Pacific No 70009 *Alfred the Great* entering Clapham unction in June, 1951 with the down 'Bournemouth Belle'. (4) The best own of them all, the ACE or 'Atlantic Coast Express', races through asingstoke near Battledown in September, 1952 behind 'Merchant Navy' acific No 35020 *Bibby Line*.

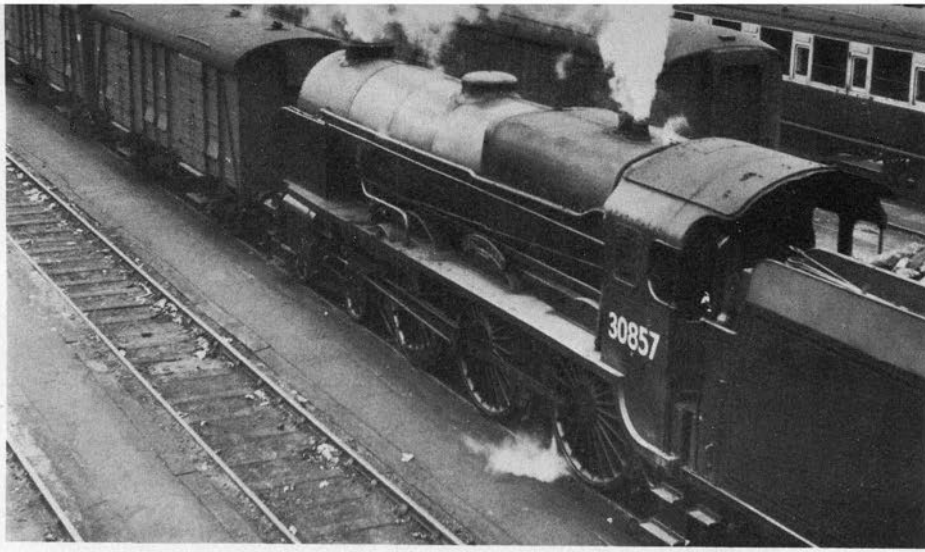
Bottom: Class W 2-6-4T No 31917 comes off the West London Line into Clapham Junction with a down transfer freight in June, 1951.

Below: Class M7 0-4-4T No 30319 struggles towards Vauxhall with a heavy drag of empty stock for Clapham yards whilst 'Merchant Navy' Pacific No 35029 *Ellerman Lines* sails past effortlessly with a down express for Bournemouth West in May, 1957.

Bottom: Maunsell 1925-built 'King Arthur' 4-6-0 No 30452 *Sir Meliagrance* passing Clapham Junction in June, 1951 with a Reading to Nine Elms van train.

Below: Bulleid's 1942 'Austerity' Class Q1 0-6-0 No 33007 approaches Clapham sidings in July, 1951 with empty stock from Waterloo Main.

Standard 4MT 4-6-0 No 75075 with a train from Bournemouth West passes Class E4 0-6-2T No 32500 acting as yard shunter at Clapham Junction in July, 1956.

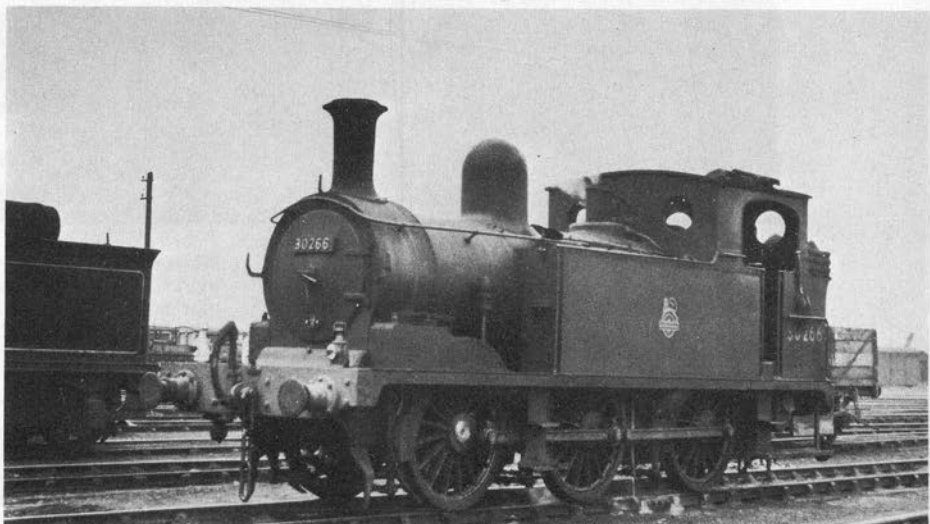


'Lord Nelson' 4-6-0 No 30857 *Lord Howe* acts as a shunting engine between main line turns. A scene in Clapham yards in April, 1954.

An original Adams London & South Western Railway design of 1889, this Class 02 0-4-4T No 30224 seen at Nine Elms (70A) in August, 1954 was fitted with a Drummond-type boiler in the 1920s and was the type of locomotive that worked the majority of the Isle of Wight traffic.

Right: Another Adams LSWR design was the G6 0-6-0T of 1894. No 30266 of the class retaining an Adams type boiler is here shown in the yards at Wimbledon in the summer of 1952.

Left: Another Class E4, No 32476, at the same spot on the same day and undertaking the same duty.



Top: A down 'Ian Allan *Trains Illustrated* Excursion' from Waterloo to the Somerset & Dorset lines passes Clapham Junction in April, 1954. Motive power is provided by 'Schools' 4-4-0 No 30932 *Blundells* with the unique high-sided tender.

Above: The down all-Pullman 'Statesman' boat train for the United States Lines at Southampton hurries towards Clapham Junction in July, 1956 with 'West Country' 4-6-2 No 34006 *Bude* in charge.

Top: Urie London South Western Railway Class H15 4-6-0 No 30487 passes under the Battledown flyover near Basingstoke in September, 1952 with a Plymouth to Nine Elms freight.

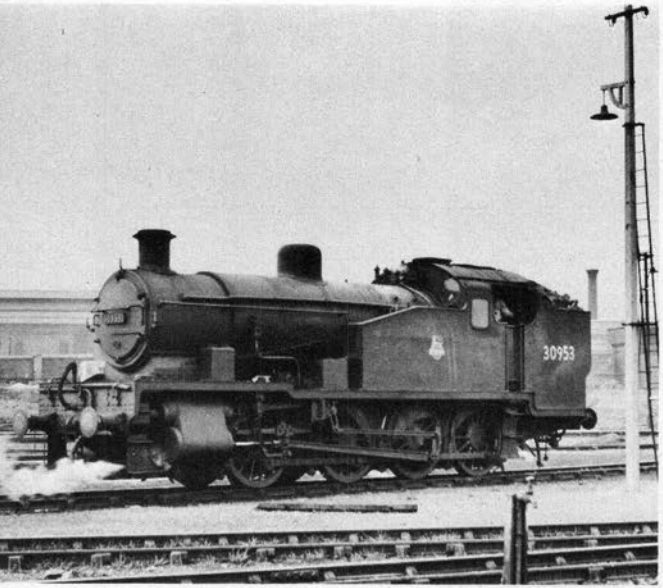
Above: Another locomotive classified as Class H15, but this time a Maunsell rebuild of the original Drummond Class F13 4-6-0. No 30334 is near Worting Junction, Basingstoke in September, 1952 with a rake of hoppers for the West Country.

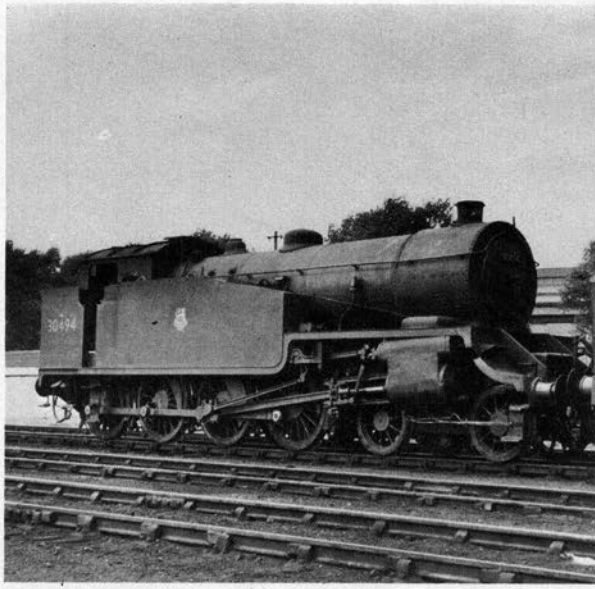
A mixed traffic development of the 'King Arthurs' was Urie's Class S15 4-6-0 built in 1920 for the LSWR. No 30498 heads south under the Battledown Flyover with a mixed freight for Plymouth in September, 1952.

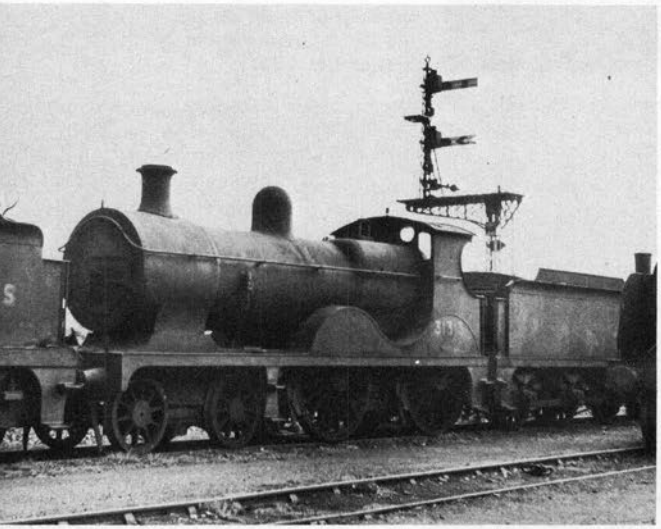
Maunsell's 1927 design of S15 4-6-0: No 30840 at Feltham (70B) in May, 1955.

Left: A Southampton Docks train near Farnborough in September, 1951 headed by Drummond LSWR Class L12 4-4-0 No 30427.

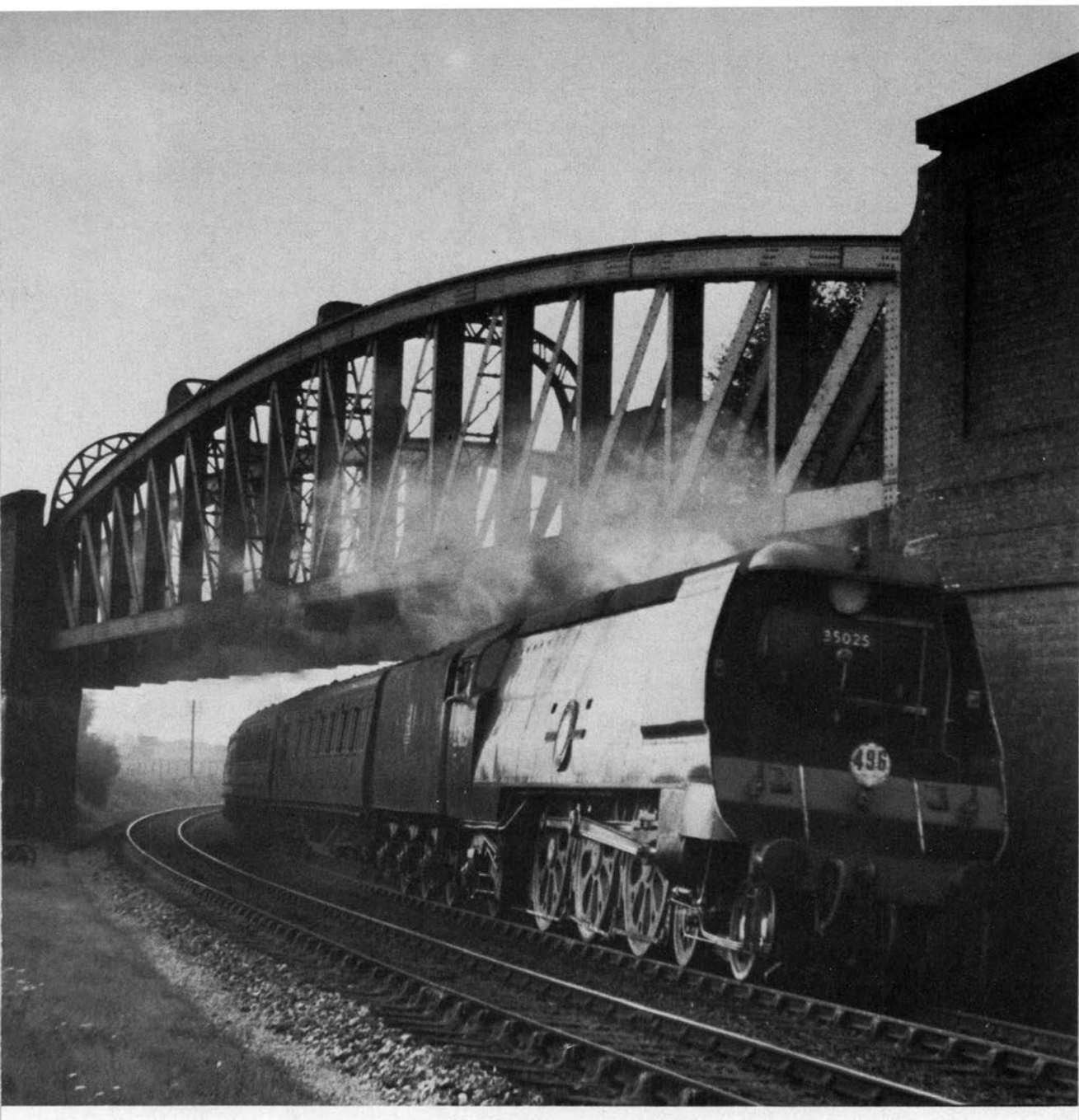
Below: Bonfire on the move! With smoke issuing from some most unlikely places Class H15 4-6-0 No 30485 brings an up Bournemouth across the Battledown Flyover in September, 1952.







Four types of locomotive that were seen around the London main lines of the Southern in the 1950s but were photographically rather elusive were: (Top left) Maunsell's Class Z 0-8-0T—No 30953 of the class is depicted in May, 1954 at Hither Green (73C). (Top right) Urie's 4-8-0T 'Hump' engine of which only four were built in 1921 for the LSWR—No 30494 at Feltham (70B) in May, 1954; (Above left) Wainwright's SECR 1904 design, the Class E 4-4-0, of which No 31315 is shown at Hither Green in May, 1954; and (Above right) Maunsell's Class Q 0-6-0 No 30531 inside Hither Green shed on the same day. These locomotives were fitted with multiple-jet blastpipe and larger chimney after World War II.

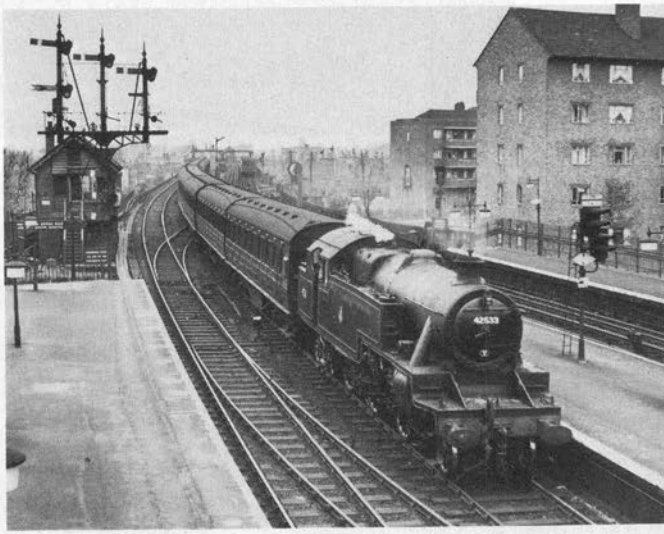


'Merchant Navy' Pacific No 35025 *Brocklebank Line* hurtles round the curve at Battledown in September, 1952 with an up West of England express.

LT&SR
R.C.T.S
SOUTHEND CENTENARY SPECIAL
80

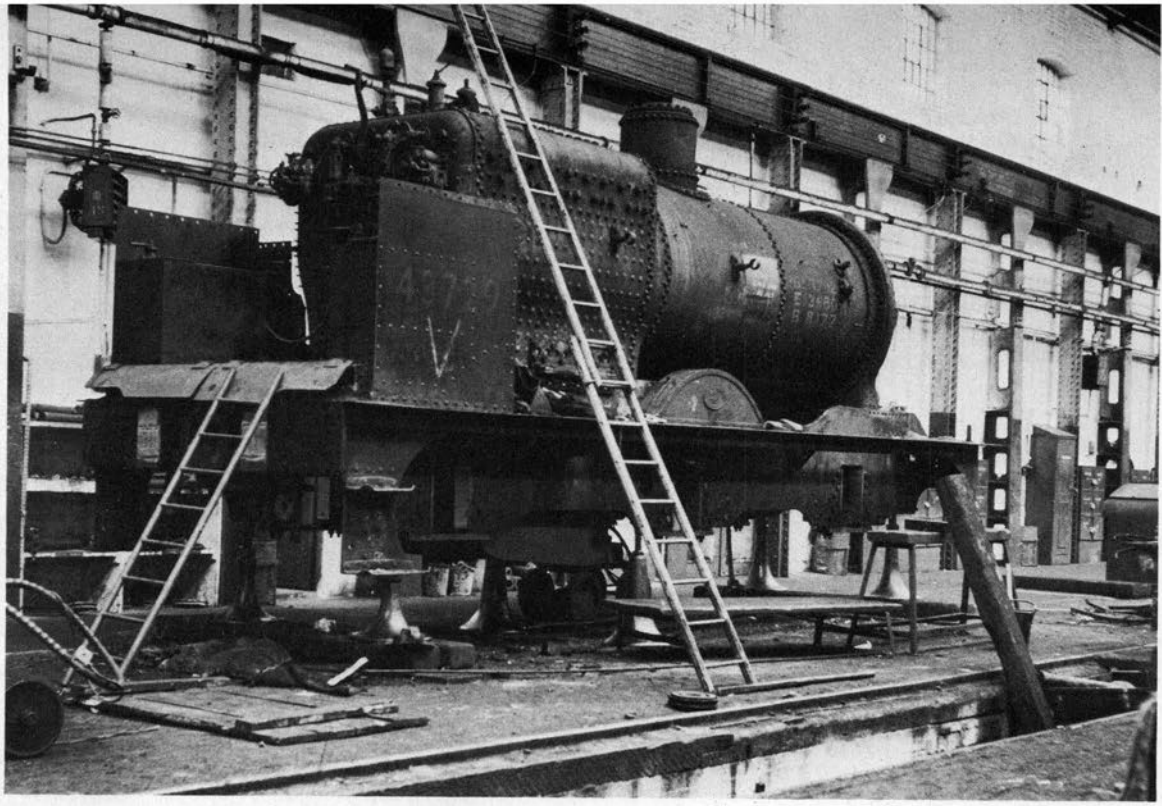
Left: Organised in conjunction with the Railway Correspondence & Travel Society a Centenary Special ran from Southend to Liverpool Street in March, 1956 behind specially restored London Tilbury & Southend 4-4-2T No 80 *Thundersley*, shown here near Stratford on the up journey.

Right: LT & S 4-4-2T No 41944 at Stratford (30A) in June, 1954.



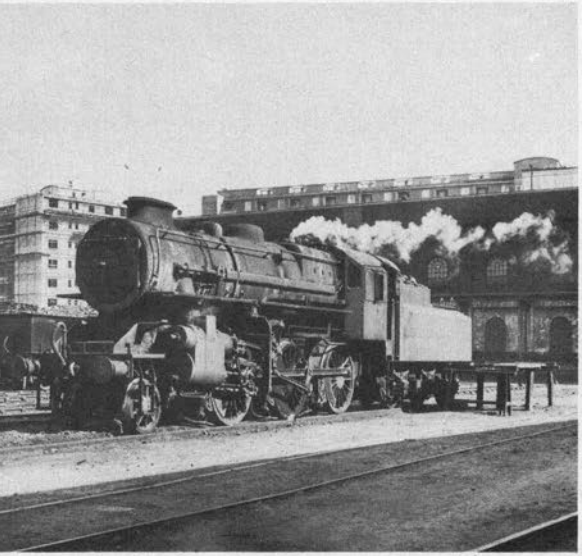
A Southend to Fenchurch Street stopping train entering Bromley-by-Bow station on a dull May day in 1957 behind Stanier 3-cylinder Class 4MT 2-6-4T No 42533.

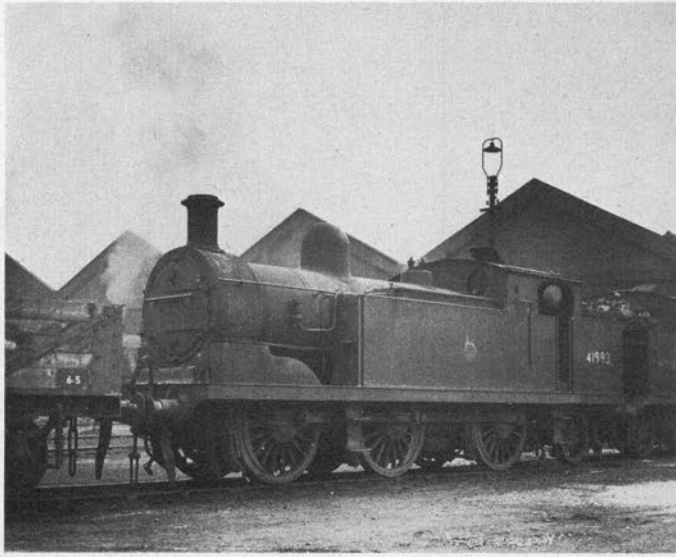
Park North London Railway Class 2F 0-6-0T No 58857 watering up at Devons Road (Bow) motive power depot (1D) in October, 1955. These locomotives date from 1879 and one is now preserved on the Bluebell Line.

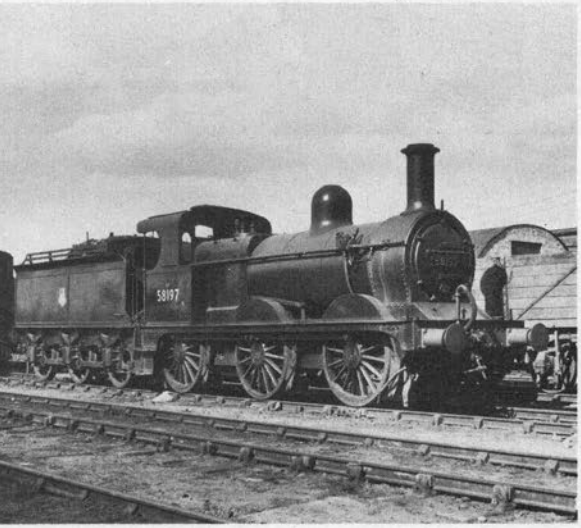


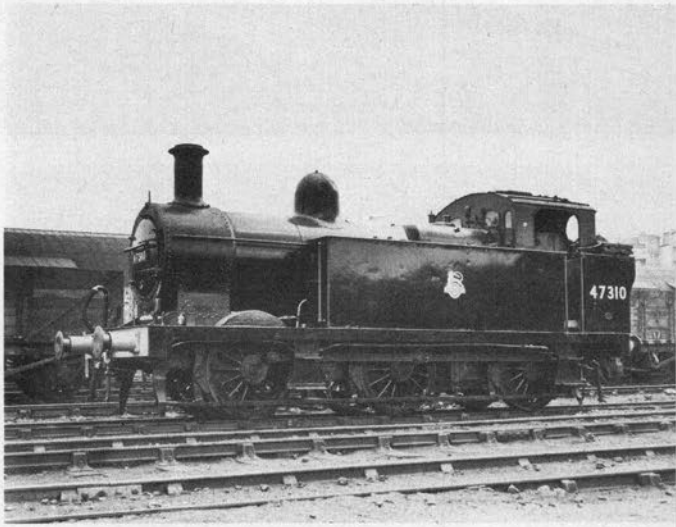
BROMLEY
42220

Opposite: A Johnson Midland Railway Class 3F 0-6-0 rebuilt around 1916 by Fowler with a Belpaire firebox, No 43729 was undergoing extensive repair inside Bow Works in April, 1955.









There was always Midland variety to be seen at Devons Road, Bow. Depicted there are; Top left) Ivatt double-chimney Class 4MT 2-6-0 No 43001; (Above left) Johnson Midland Class 2F 0-6-0 No 58197; (Top right) Whitelegg Class 3F 0-6-2T No 41993; and (above right) Ex-works Somerset & Dorset Joint Railway Class 3F 0-6-0T No 47310.

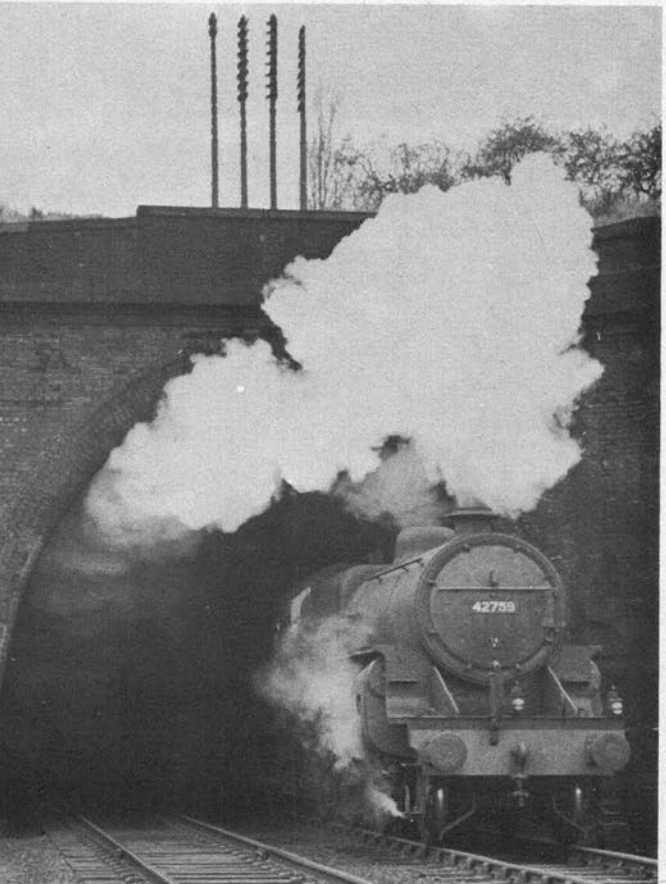
Opposite: A down 'Batavia Line' express passes Bromley-by-Bow station in August, 1957 headed by Fairburn Class 4MT 2-6-4T No 42220.

Franco Crosti-boilered Class 9F 2-10-0 No 92026 near Mill Hill in May, 1957 with a train of loaded hoppers for Wellingborough.

A 1926 Hughes Class 5MT 2-6-0 No 42790 at Silkstream Junction, Hendon in May, 1957 with a down freight. At this time 245 of these locomotives—popularly known as 'Crabs'—were at work on the London Midland Region.

One of Stanier's most popular designs was the Jubilee 4-6-0, of which nearly 200 were built. No 45569 *Tasmania* heads north near Mill Hill on a May evening in 1957 with an express for Bradford.

With steam to spare Standard Class 4MT 4-6-0 No 75041 bustles through the outer London suburbs near Mill Hill (Broadway) in May, 1957 with a semi-fast from St Pancras to Bedford.



Above: Stanier 2-cylinder Class 4MT 2-6-4T No 42595 at Silkstream Junction, Hendon on the same evening with a semi-fast from St Pancras to Luton.

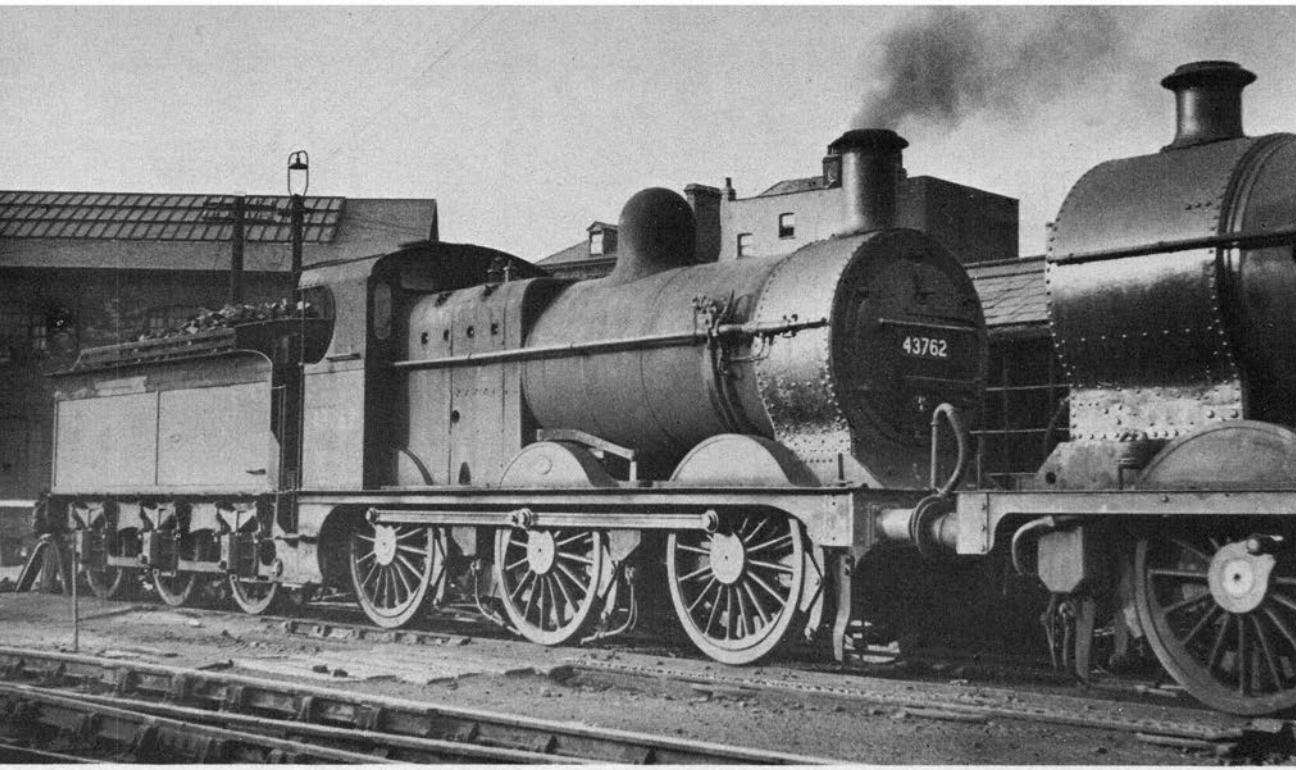
Left: Hughes Crab Class 5MT 2-6-0 No 42759 charges out from the depths of Elstree tunnel in April, 1952 with a down fitted freight.

Top right: St Pancras station is almost deserted as Stanier Class 3MT 2-6-2T No 40172 awaits the right away on a Sunday morning in August, 1958 with empty stock from a Leicester train.

Right: With March drizzle in the air a Stanier Class 8F 2-8-0 has trouble with greasy rails on emerging from Elstree tunnel with a down freight in 1953.

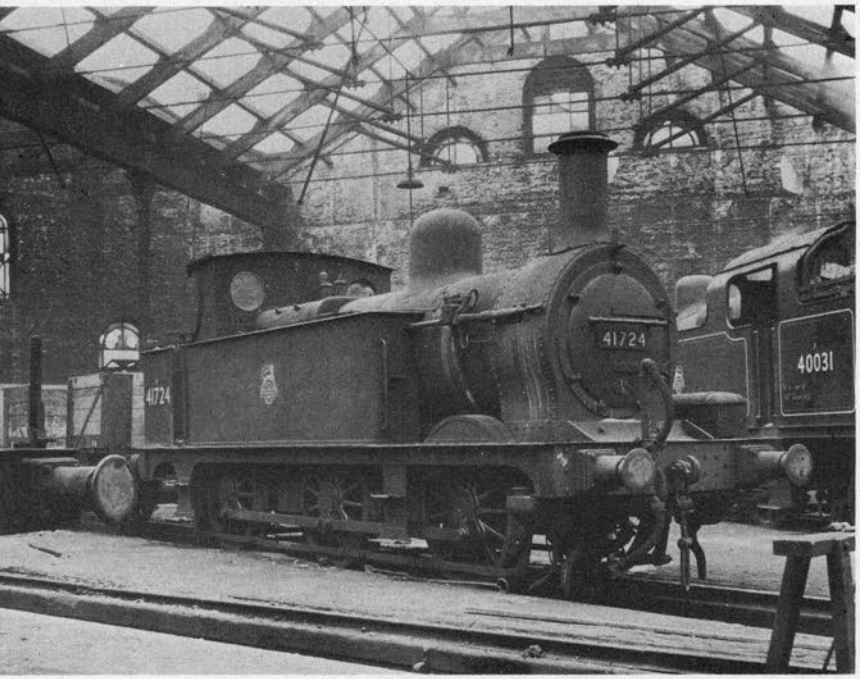
40172

41221



Above: 'Jubilee' class 4-6-0 No 45568 *Western Australia* scampers out of Elstree tunnel on Easter Saturday, 1952 with the down 'Thames-Clyde Express'.

Top: Another Johnson Midland design circa 1885. Rebuilt by Fowler in 1916 with Belpaire firebox, Class 3F 0-6-0 No 43762 stands outside Kentish Town motive power depot basking in the June sunshine of 1955.



Left: A Johnson Midland Railway design of 1878 rebuilt with Belpaire firebox rests inside Kentish Town (14B) in December, 1954. The locomotive is a Class 1F 0-6-0T No 41724.

Below: The sylvan spring setting belies the fact that this Bedford to St Pancras stopping train was photographed in North-West London. Standard Class 4MT 4-6-0 No 75042 approaches Hendon near Silkstream Junction in May, 1957.

Showing its revolving coal bunker to advantage Fowler & Beyer-Peacock's 1927-designed Beyer-Garratt 2-6-6-2T No 47994 heads for Brent from Toton in April, 1952 with an up coal train.

A Class 4P 3-cylinder compound of 1924, No 41048 approaches Elstree & Borehamwood station in April, 1952 with a down stopping train for Bedford.

Above: A Nottingham to St Pancras express rattles through Elstree & Borehamwood station in May 1957 headed by Class 5MT 4-6-0 No 45335 and piloted by Class 2P 4-4-0 No 40485.

Below: A Class 4MT 2-6-4T of Fairburn design, No 42133, heads into Elstree tunnel on the same day with an up St Albans stopping train.

British Rail Standard 4MT 2-6-4T No 80048 between Elstree and Mill Hill in March, 1953 with a local stopping train from Luton to St Pancras.

Stanier Class 8F 2-8-0 No 48463 with a long drag of coal empties from Brent to Toton emerges from Elstree tunnel in March, 1952.

'Crab' Class 5MT 2-6-0 No 42902 at the same spot in March, 1953 with a very mixed down freight.

An up Sheffield-St Pancras express just South of Elstree & Borehamwood station in March, 1953 headed by Jubilee 4-6-0 No 45607 *Fiji*.

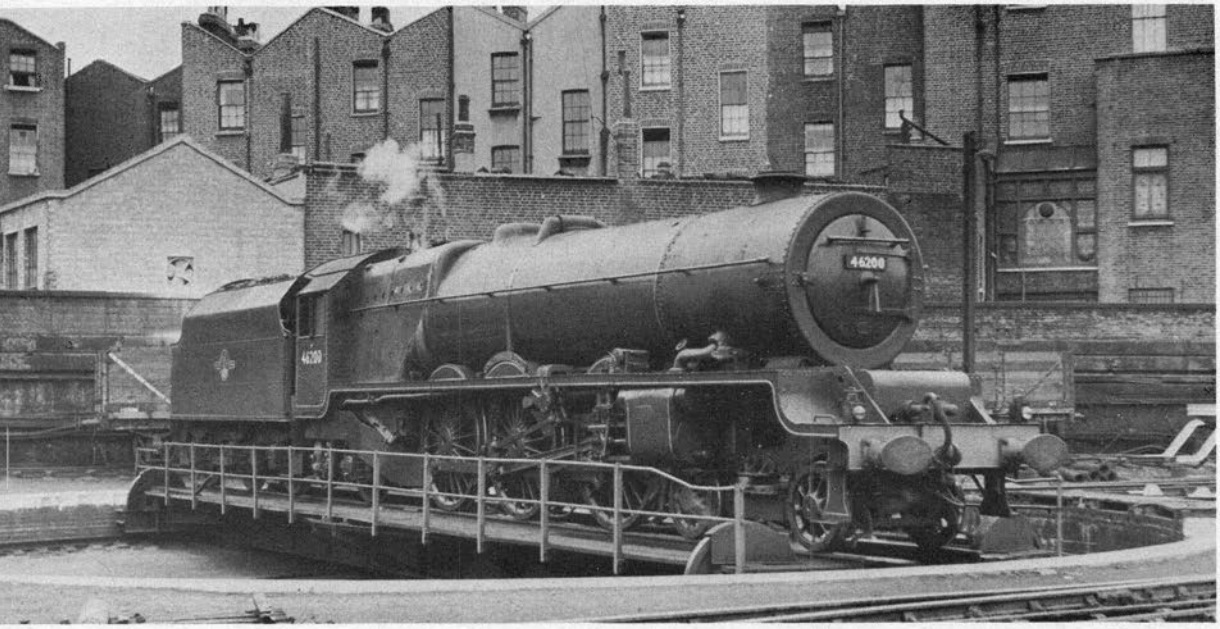
45691

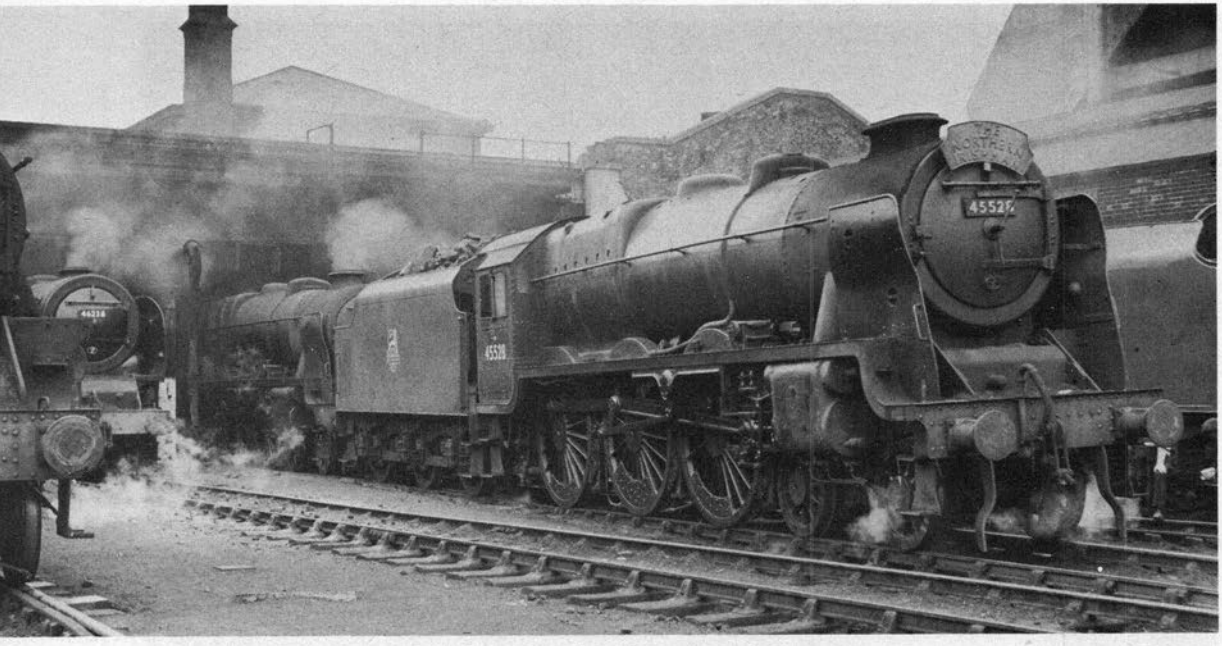
Opposite: 'Jubilee' class 4-6-0 No 45601 *British Guiana* heads a down express out of Euston up Camden Bank in October, 1958. Standard 4MT 2-6-4T No 80068 is in the foreground with empty stock.

Above: A scene at the buffer stops at Euston station in June, 1951. 'Jubilee' class 4-6-0 No 45637 *Windward Islands* has come in from Liverpool and un-rebuilt 'Royal Scot' 4-6-0 No 46134 *The Cheshire Regiment* with an express from Blackpool.

Above: A contrast in the front end appearance of the 'Royal Scot' 4-6-0s after rebuilding from 1943 onwards with a taper boiler. No 46153 *The Royal Dragoon* at Euston in June, 1954 with the inaugural 'Shamrock' express for Liverpool.

The prototype Stanier Class 8P Pacific No 46200 *The Princess Royal* newly repainted in red livery on the turntable at Camden Town (1B) in July, 1958.





From 1946 onwards Ivatt commenced to rebuild the Class 6P 'Patriot' 4-6-0s of Fowler with large taper boiler, new cylinders and double chimney. One so treated, No 45528, with 'Northern Irishman' headboard and reclassified as 7P, stands outside Camden shed on the same day.

Fowler 'Patriot' Class 4-6-0 No 45516 *The Bedfordshire and Hertfordshire Regiment* in original condition passes Camden motive power depot in July, 1958 with a down Northampton and Stafford Sunday express working.

Rebuilt 'Royal Scot' class 4-6-0 No 46150 *The Life Guardsman* tops Camden Bank and passes the depot with the 16.10 express for Blackpool on the same day.

Above: Stanier Class 8P Pacific No 46250 *City of Lichfield* storms up Camden Bank in October, 1958 with the down 'Red Rose' express whilst Class 5MT 4-6-0 No 44771 makes heavy weather of a train of empty stock.

Top right: Fowler Class 3MT 2-6-2T No 40070 heads towards Primrose Hill Tunnel on the slow line underpass at the summit of Camden Bank with a train of empty stock in July, 1958.

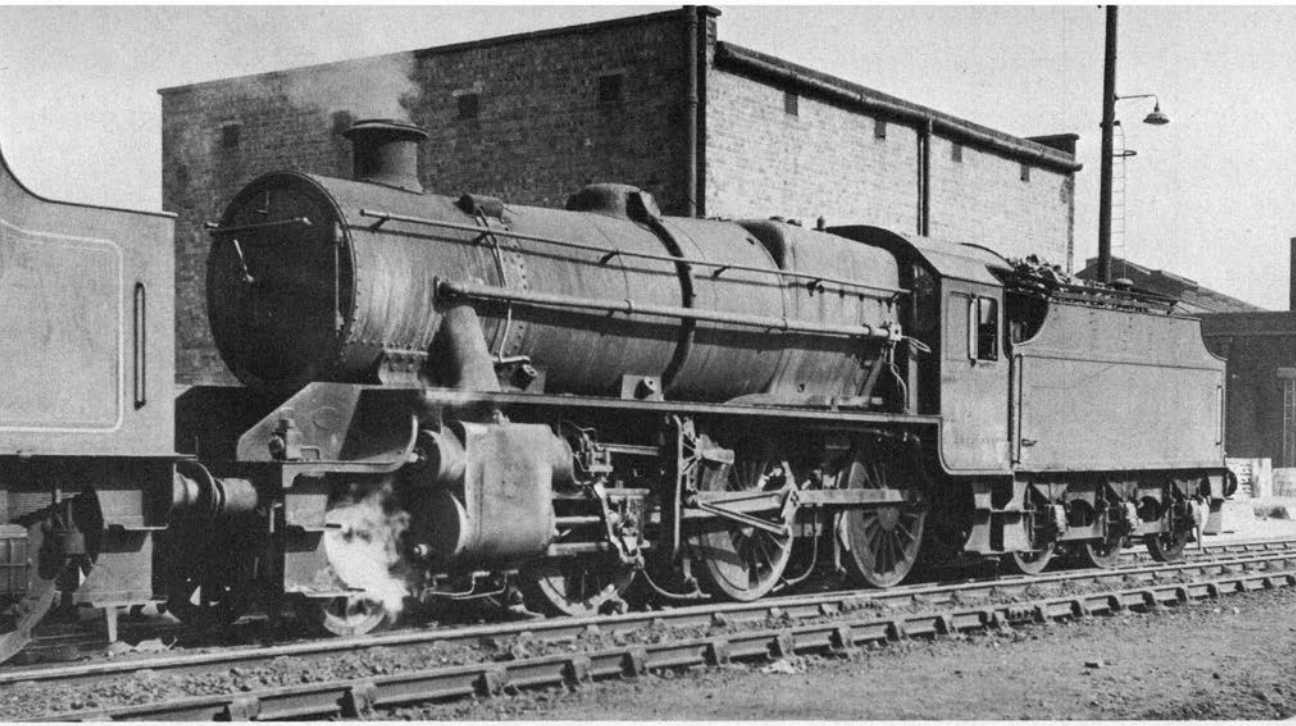
Right: 'Jubilee' Class 4-6-0 No 45709 *Implacable* tops Camden Bank with a down Birmingham express whilst Class 8P Pacific No 46200 *The Princess Royal* backs into the shed.

40070

41709

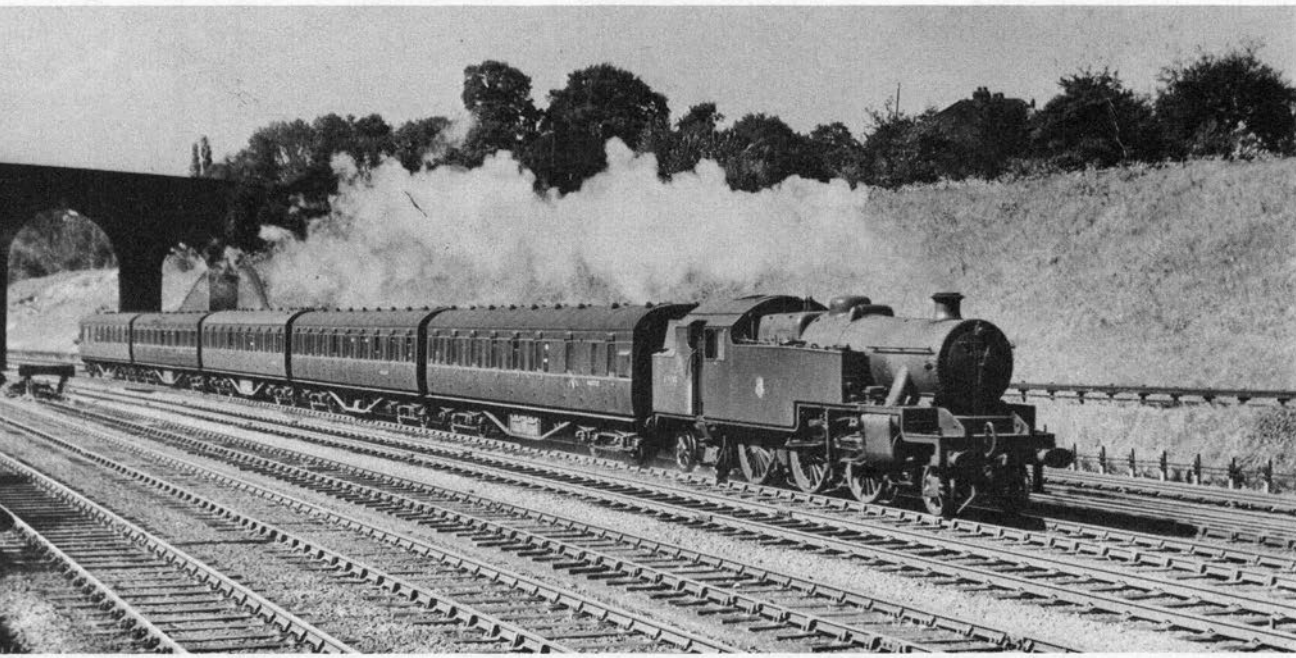
Top: Rebuilt 'Royal Scot' 4-6-0 No 46147 *The Northamptonshire Regiment* makes light of Camden Bank despite a 12-coach train for Blackpool and Morecambe. 'Britannia' Pacific No 70042 *Lord Roberts* is on the right backing down to Euston complete with 'Irish Mail' headboard.

Above: On a gloriously sunny day in June, 1951 'Patriot' Class 4-6-0 No 45546 *Fleetwood* heads north near Carpenders Park with a freight working for Crewe.



Top: Although 40 Stanier Class 5MT 2-6-0s were built from 1933 only one was actually stabled in the London area and they were never a common sight, either on shed or at the lineside. Here No 42948 from Crewe South (5B) simmers in the March sunshine of 1955 outside Willesden shed.

Above: Although it is some three years since Nationalisation the legend 'L.M.S.' is still clearly displayed on the tender of original Royal Scot 4-6-0 No 46110 *Grenadier Guardsman* heading a down Llandudno and Holyhead express over Bushey troughs in June, 1951.



Top: Stanier 2-cylinder Class 4MT 2-6-4T No 42543 heads a down Euston-Tring local near Bushey and Oxhey on the same day.

Above: LNWR Class G2a 0-8-0 No 48915 heads a freight from Spring Branch, Wigan near Bushey and Oxhey in March, 1953. These engines were a 1936 rebuild of the original 1912 Bowen-Cooke design.

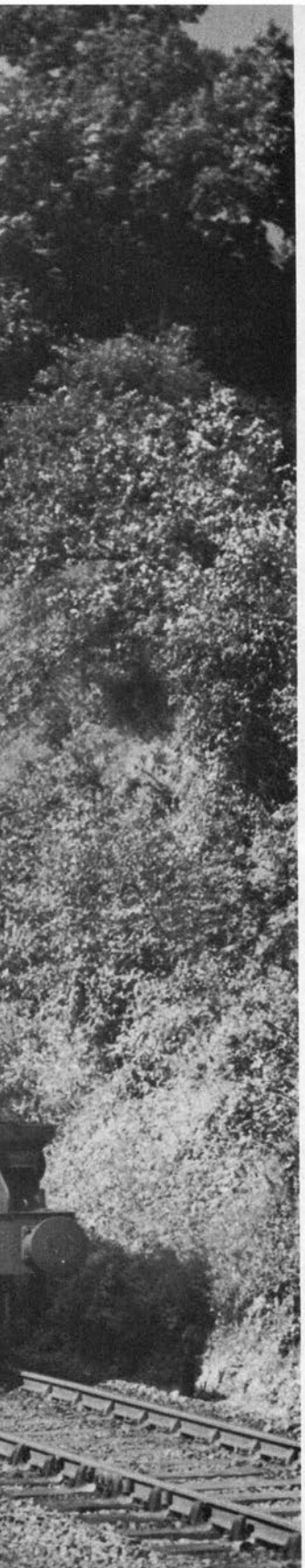
Above: Stanier 'Black Five' 4-6-0 No 44831 steams freely between Bushey and Oxhey and Carpenders Park in the early summer of 1951 with an up Anglo-Scottish ten-coach express newly resplendent in crimson lake and cream livery.

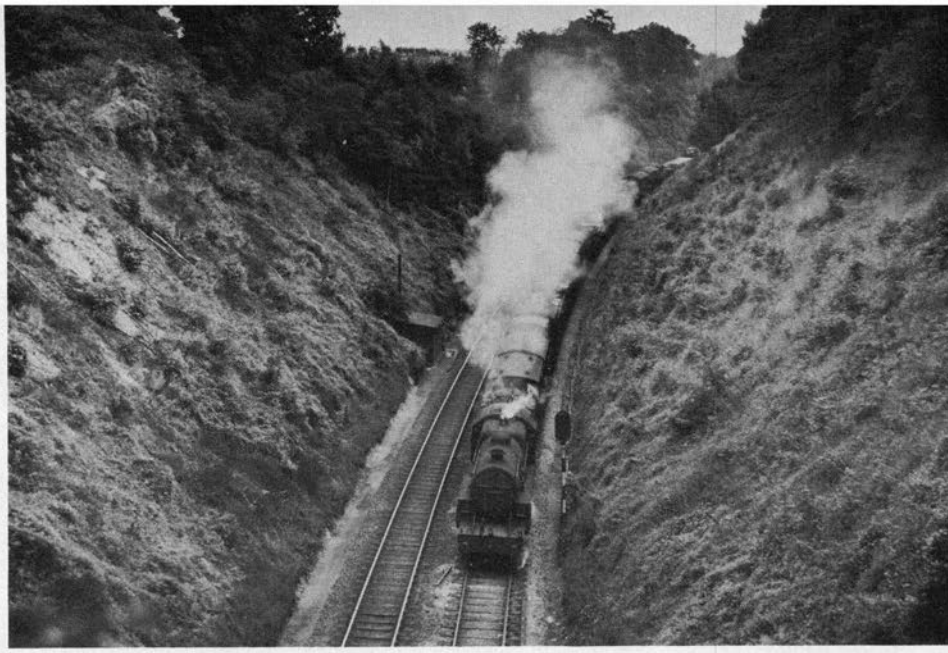
Below: A very mixed freight nears Bushey troughs in March 1953 headed by 'Crab' 2-6-0 No 42870 of Willesden shed (1A).

Class 8F 2-8-0 No 48758 near Bushey & Oxhey in the early 1950s with a very long mixed freight for Carlisle.

Above: A well-loaded 15-coach down 'Royal Scot' gives little concern to Class 8P Pacific No 46232 *Duchess of Montrose* as it forges out of the London suburbs towards Bushey and Oxhey in 1951.
Below: In teeming summer rain No 46229 *Duchess of Hamilton* of the same class hurries the 10.40 to Carlisle through Watford Junction in August of 1952. As can be seen from the cut-down smokebox—compared with the photograph above—this was one of the original streamlined engines whose casing was removed just after World War II.

45020





Picturesque Watford cutting. (Left) The 'Black Five' 4-6-0s were used for a multitude of duties. One of the more mundane was the local stopping train, as in this photograph of the 13.55 Bletchley-Euston headed by No 45020. (Top) Deep in the cutting 'Crab' 2-6-0 No 42787 prepares to enter Watford tunnel with a down freight for Crewe. (Above) Class 4P compound 4-4-0 No 41165 recovers from the Watford stop and makes for King's Langley with a semi-fast for Bletchley.

69315
69315

THE MASTER CUTLER
60052

Left: Ex Manchester, Sheffield & Lincolnshire Railway Class N5 0-6-2T No 69315 designed by Parker in 1891 at Neasden (34E) in November, 1954. Sister engine No 69302 to the rear commences to move away to take on a pick-up goods for Chesham.

Bottom left: Class A3 Pacific No 60052 *Prince Palatine* winds the down 'Master Cutler' express for Sheffield away out of Marylebone in July, 1952.

Top: A special excursion for the 'Northern Rubber Company' from Retford to Windsor near High Wycombe in June, 1953 headed by an immaculate Class D11/1 4-4-0 No 62666 *Zeebrugge.*

Above: Another company special carrying the headboard 'Bentley—Annual Outing' heads past Seer Green towards Marylebone in July, 1952 headed by Thompson Class B1 4-6-0 No 61298 from Sheffield G.C. (38C).

Top: Thompson Class L1 2-6-4T No 67783 strolls through attractive Buckinghamshire countryside between Seer Green and Gerrards Cross in July, 1952 with the 12.30 stopping train from High Wycombe to Marylebone.

Above: Robinson Great Central Railway Class A5/1 Pacific tank No 69814 between West Wycombe and High Wycombe in the summer of 1953 with the 15.25 stopping train from Aylesbury Town.

Top: A begrimed Gresley Class V2 2-6-2, No 60871, heads north through Seer Green in 1952 with the 12.15 express from Marylebone to Manchester (London Road).

Above: Ex-WD 2-8-0 No 90485 near Denham in April, 1953 with a drag of coal empties bound for Yorkshire.

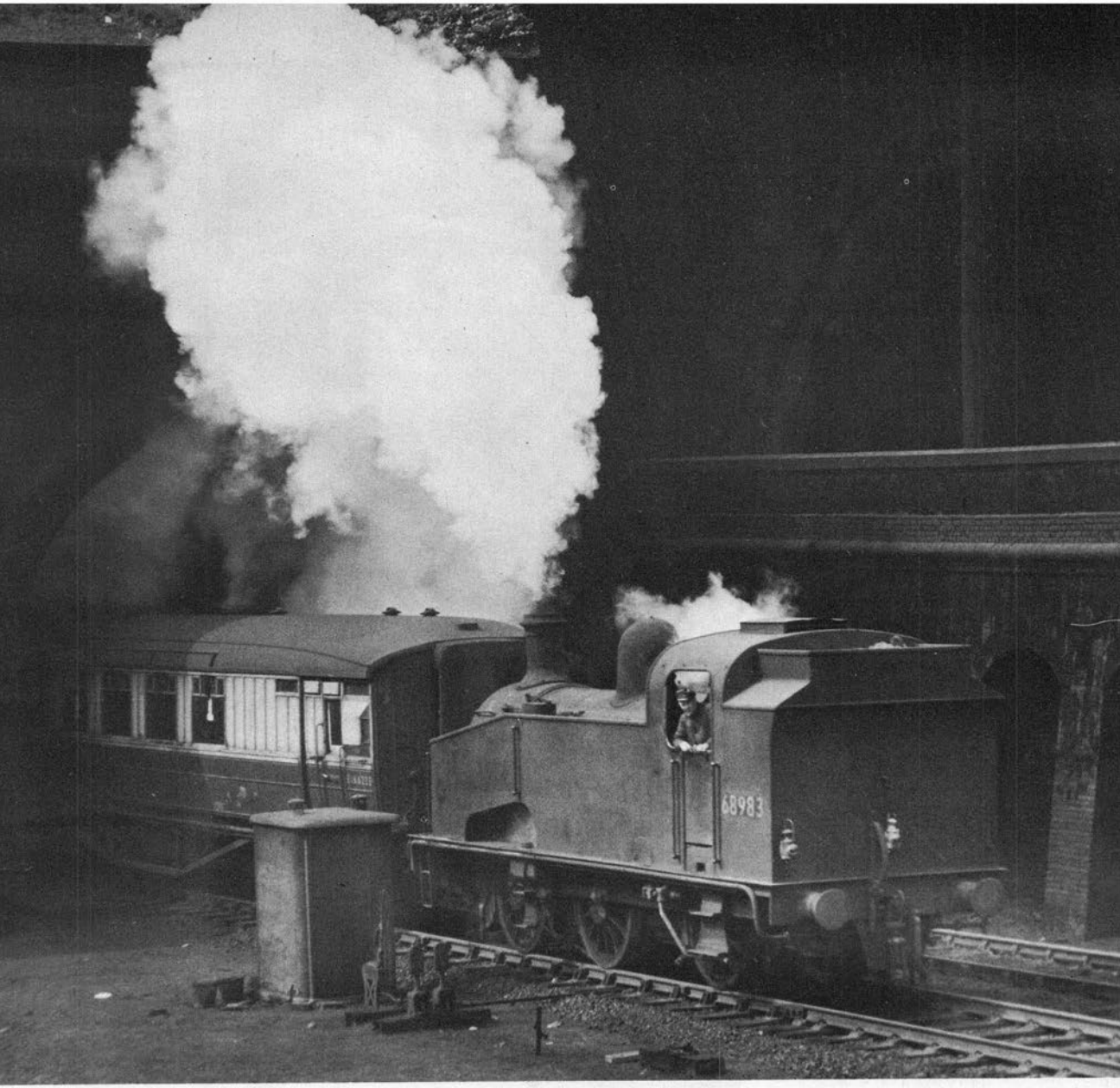
60027
THE
ELIZABETHAN

Above: Class B17/6 4-6-0 No 61652 *Darlington* emerges from the gloom of Gasworks tunnel just outside King's Cross with a semi-fast train for Cambridge in September, 1953.

Left: Gresley Class A4 Pacific No 60027 *Merlin* takes the climb up Holloway Bank in very easy fashion despite a heavily laden down Saturday "Elizabethan" express to Edinburgh in July, 1958.

60056

60533

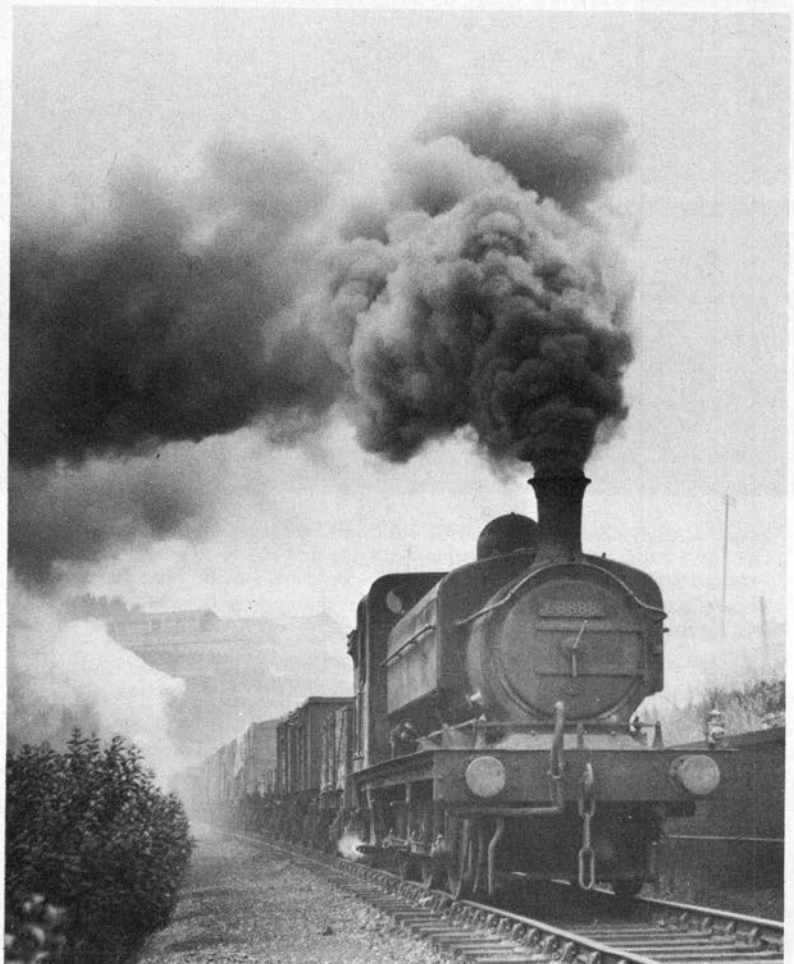


Above: Gresley Class J50/4 0-6-0T No 68983 emerges from Copenhagen tunnel into the spring sunshine of an April day in 1955 with empty stock for Finsbury Park. Introduced for the Great Northern Railway in 1922 this particular engine was a 1937 development of the original design with a larger bunker.

Top left: Gresley Class A3 Pacific No 60056 *Centenary* pictured between Gasworks and Copenhagen tunnels just north of Kings Cross in July, 1952 with the 12.18 Sunday train to Newcastle.

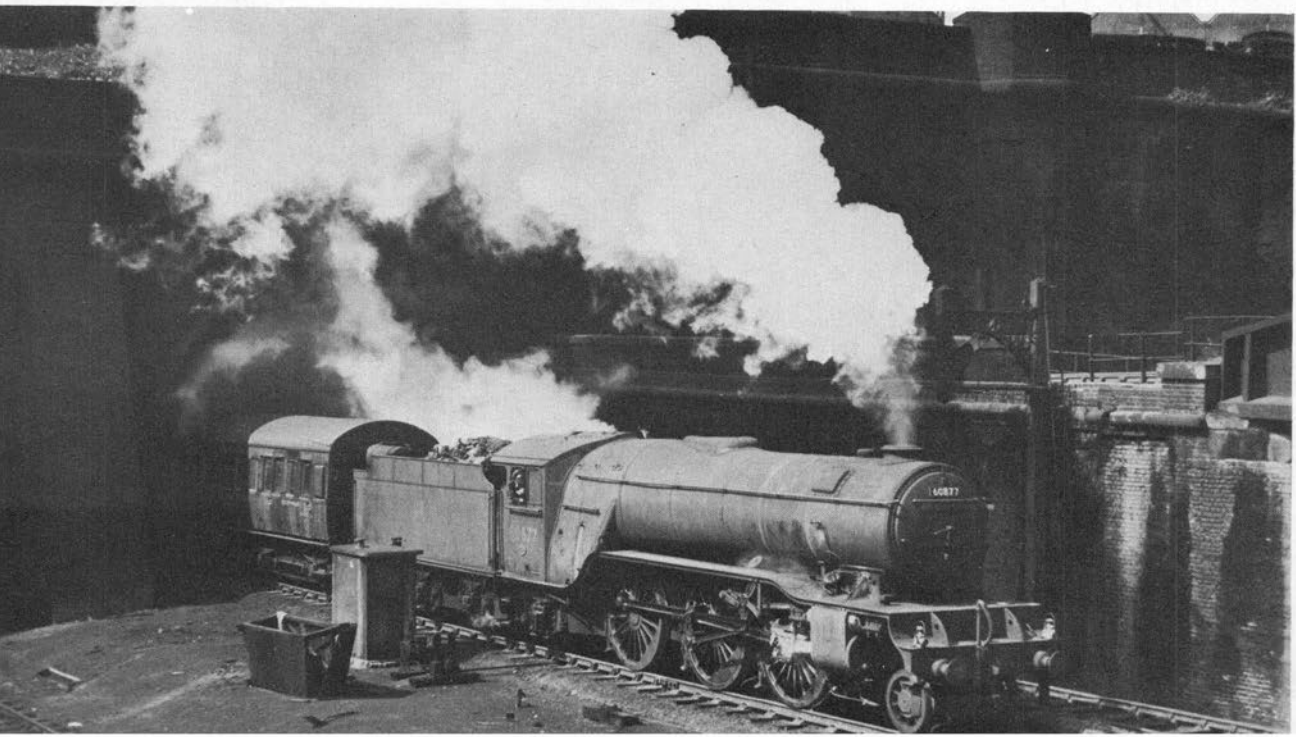
Left: Class A2 Pacific No 60533 *Happy Knight* drifts down Holloway Bank on the last mile into King's Cross in June, 1953 with a semi-fast from Peterborough. This was one of five engines of the class fitted with double blastpipe and multiple valve regulator.

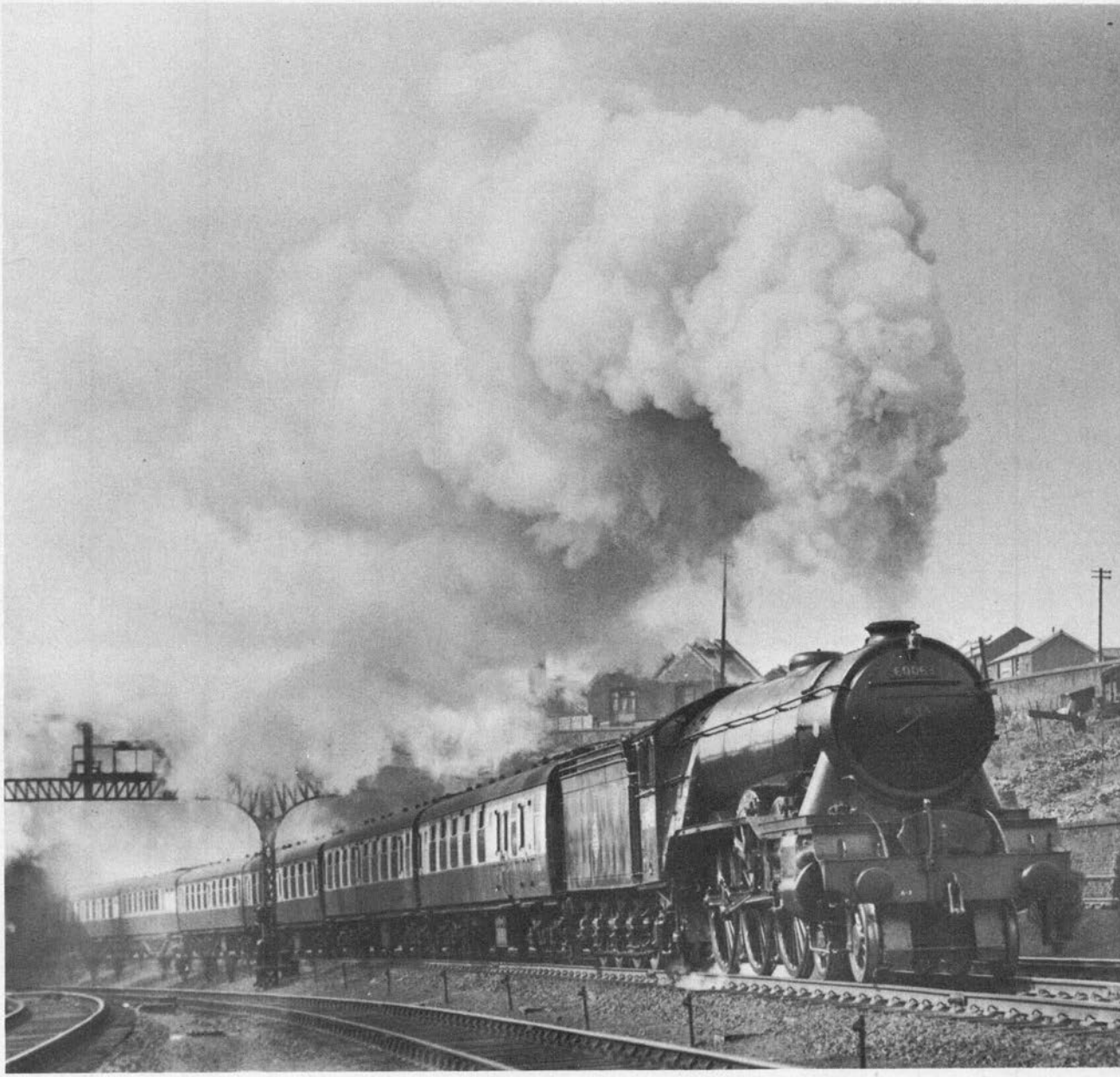
Although the Eastern Region was more renowned for its Pacifics and titled trains its many tank engines did sterling work in and around the London area. (Above) A local train for Hertford moves easily up Holloway Bank in June, 1953 with Class N2/2 0-6-2T No 69542 in charge. This was one of the class built with condensing gear and small chimney to suit the Metropolitan loading gauge for working to Moorgate. (Right) Ivatt Class J52/2 0-6-0ST No 68888 toils up Holloway Bank early on a July morning in 1953 with a transfer freight from King's Cross yards. (Far right) Hatfield-based Class N7/5 0-6-2T No 69632 fairly glints in the July sun of 1958 as the climb from King's Cross to Finsbury Park is made with empty stock. This was one of the engines rebuilt in 1943 from the original Class N7/1 of the Great Eastern Railway with a round-topped firebox.



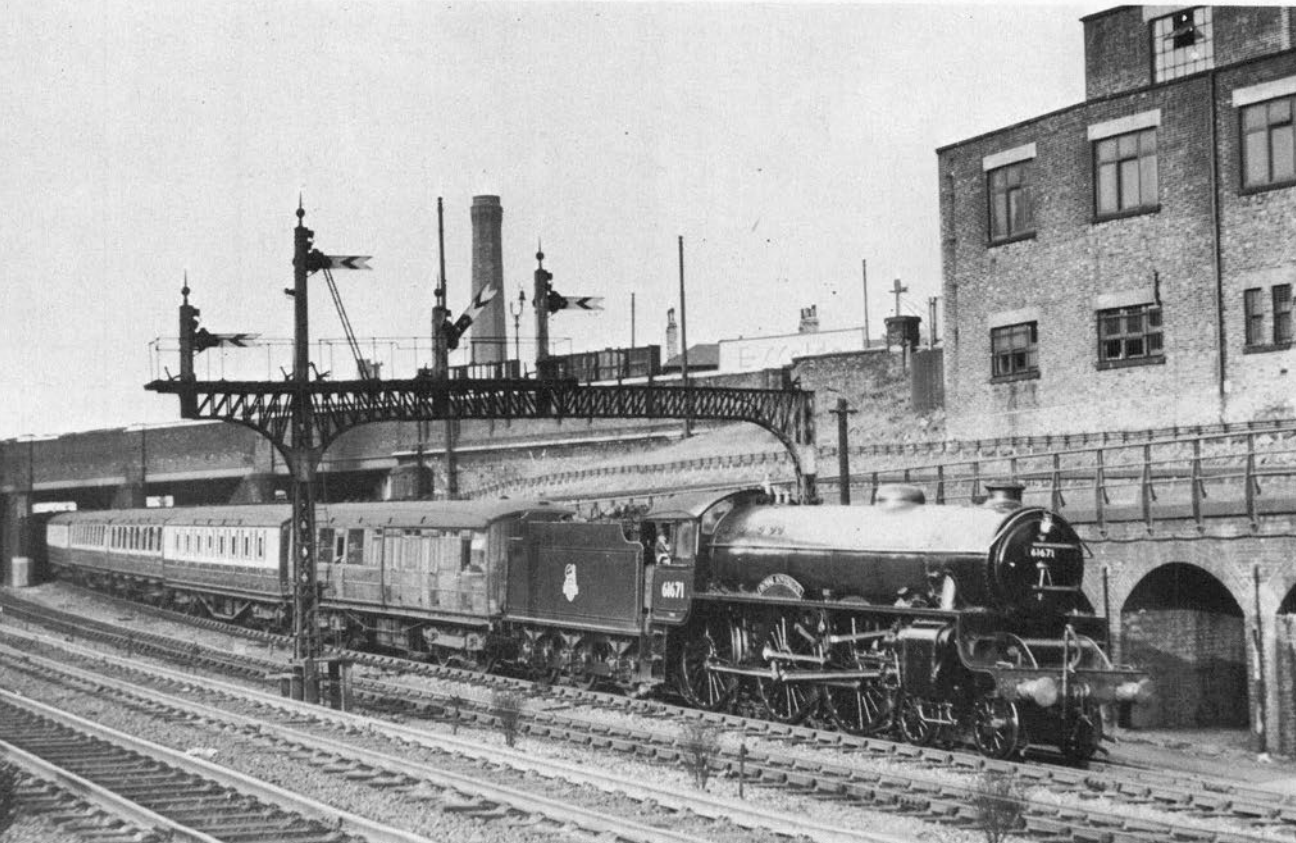
On the same day in 1958 the empty stock of the up 'Tynesider' is lifted past Holloway South box by Thompson Class L1 2-6-4T No 67773.

Smoke and steam on Holloway Bank: The powerful lines of the Gresley Class V2 2-6-2 can be seen to advantage as No 60877 emerges from Copenhagen tunnel in July, 1953 with an express for Hull. (Right) Originally a Gresley Class P2 2-8-2 but rebuilt by Thompson in 1943 as a Class A2/2 Pacific, No 60504 *Mons Meg* blasts out of Copenhagen tunnel in April, 1955 with the heavy 10.05 express for Glasgow. (Far right) On the same day Class A3 Pacific No 60063 *Isinglass* with a semi-fast for Peterborough is a most impressive sight with clean white exhaust after having gone through Doncaster for overhaul.





THE
FLYING
SCOTSMAN


60671
60671

Above: The 17.52 from King's Cross to Cambridge and Abbot's Ripton was always double-headed in the fifties as the train had to be divided at Hitchin. Thompson Class B1 No 61095 with self-weighing tender pilots Class B17/6 No 61627 *Aske Hall* on the climb from Copenhagen Tunnel up Holloway Bank. The Thompson 4-6-0 took the Abbot's Ripton portion from Hitchin while the 'Sandringham' 4-6-0 proceeded to Cambridge.

Top left: Thompson Class A1 Pacific No 60156 *Great Central* lifts the down "Flying Scotsman" up Holloway Bank in June, 1953.

Left: Class B2 4-6-0 No 61671 *Royal Sovereign* approaches Copenhagen tunnel with a Cambridge to King's Cross semi-fast in May, 1954. This locomotive was always kept in immaculate condition as the "Royal" engine.

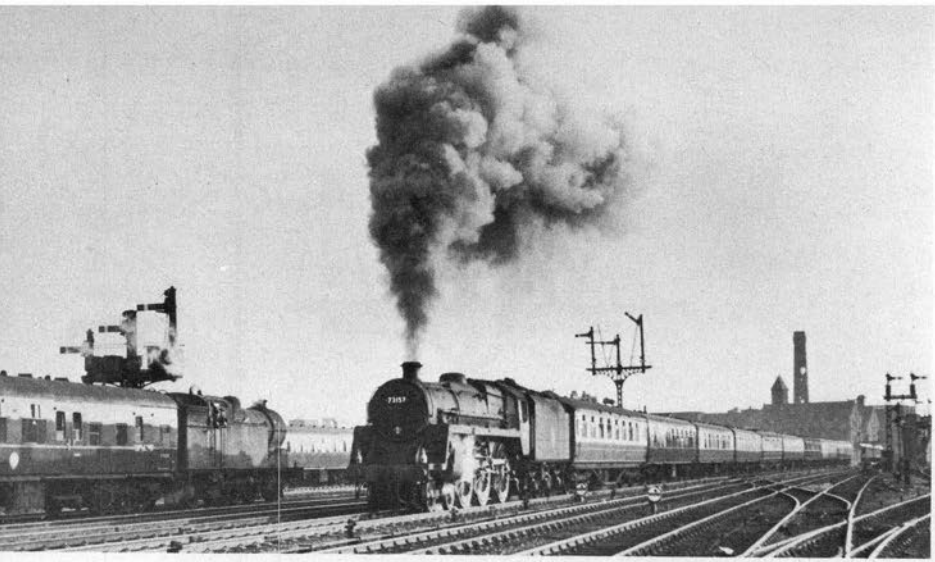
Above: By the late fifties the A4 Pacifics had been replaced on a number of their duties by the 'Deltic' diesels and found themselves rostered to mundane freight workings. No 60021 *Wild Swan* heads for King's Cross yards in April, 1959 with an up parcels.

Top right: Class A3 Pacific No 60050 *Persimmon* near Finsbury Park in October, 1959 with an up six-coach train of non-corridor stock but with express headlamp code! Fitted with Kylchap blast pipe and double chimney the engine also carries the German-style smoke deflectors.

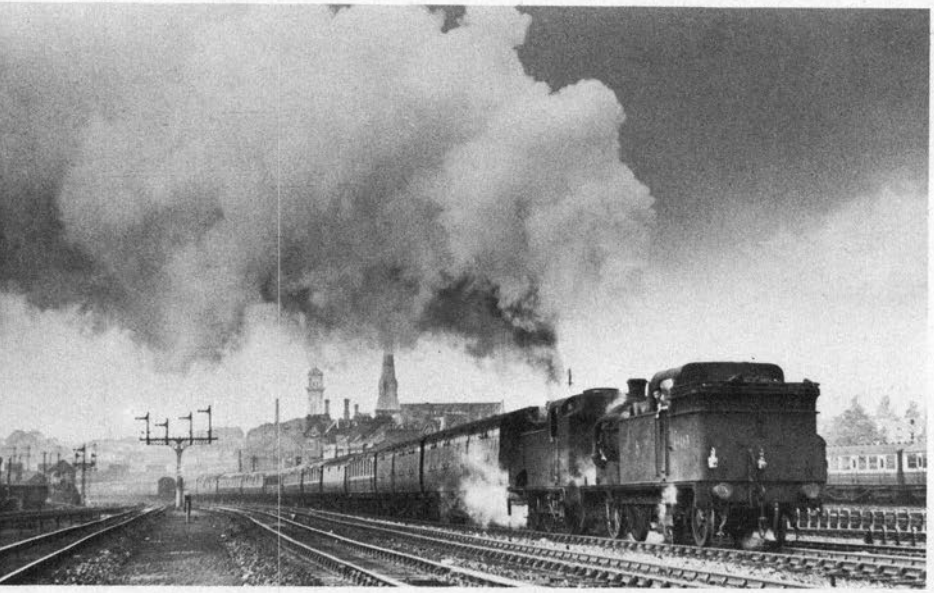
Right: Class N2/2 0-6-2T No 69541 pilots Class N2/4 No 69592 with an evening commuter's stopping train for Hertford North on the approach to Finsbury Park in April, 1958.

60050

69592

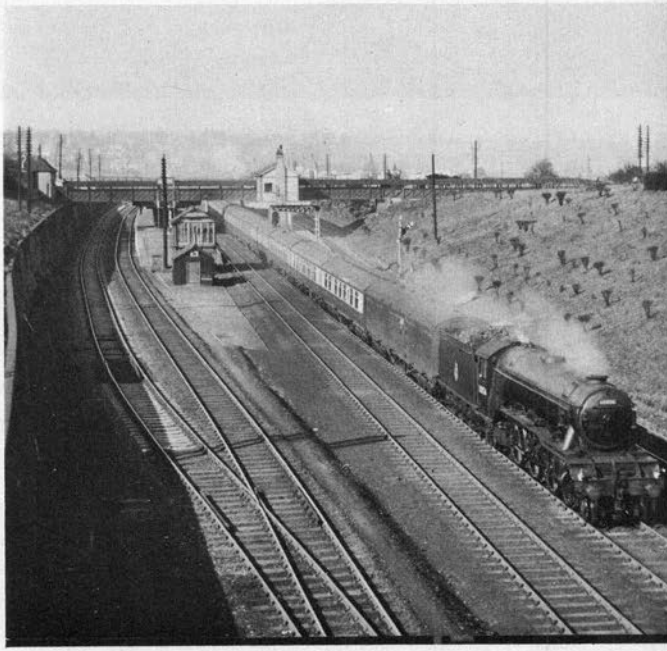


BR Standard Class 5MT 4-6-0 No 73157 near Finsbury Park in April, 1958 with an evening down 'Cambridge Buffet Express'. A grimy and seemingly numberless Class N2/3 0-6-2T heads towards King's Cross with empty stock for the 'Aberdonian'.



Rain clouds gather over London on a September morning in 1953 as Ivatt Class N1 0-6-2T No 69469 pilots Class J50/4 0-6-0T No 68985 towards Finsbury Park with empty stock.

Class J50/2 0-6-0T No 68931 near Oakleigh Park in the North London suburbs in February, 1953. The coaching stock, both ends of which are badly damaged following an accident, is being taken for repair.

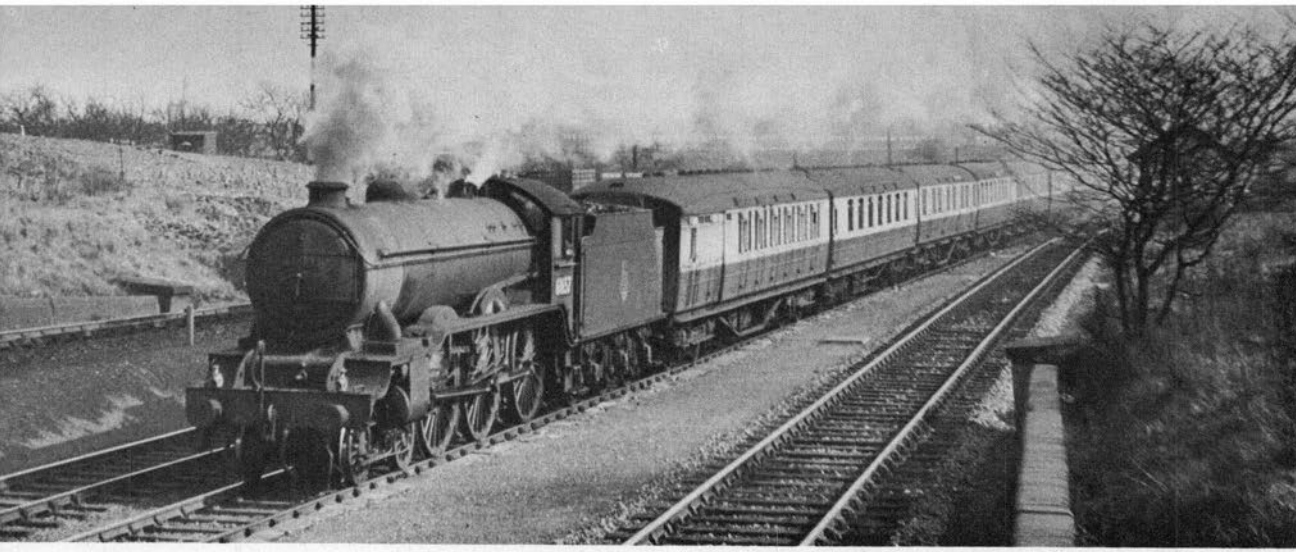


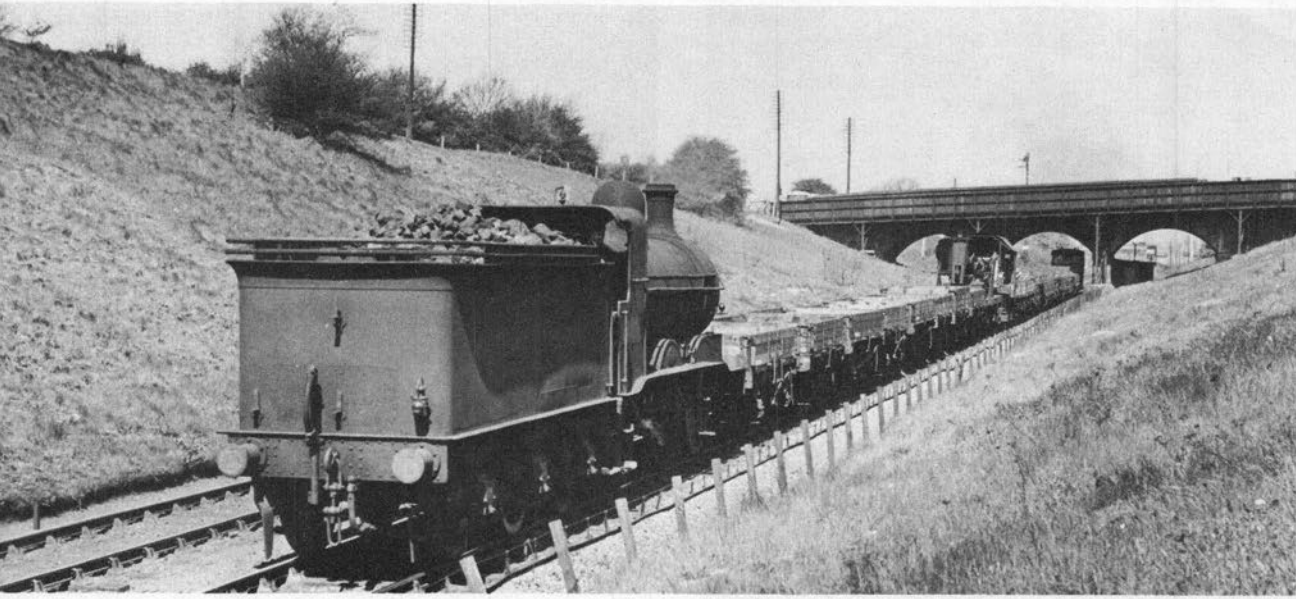
Above: With smokebox door hinges painted silver Class N2/2 0-6-2T No 69506 moves the 19.21 local train from King's Cross to Welwyn Garden City out of Hadley Wood station at sunset in July, 1952.

Top: Class A2/3 Pacific No 60500 *Edward Thompson* nears Hadley Wood with an up coal train late on a July evening in 1952.

Above right: Class A3 Pacific No 60056 *Centenary* races through Oakleigh Park station on the same day with an up Newcastle express.

Right: Class L1 2-6-4T No 67785 emerges from Wood Green tunnel in March, 1954 with a semi-fast from Royston to King's Cross.





Above: The 10.01 semi-fast to Cambridge passes Hadley Wood station in July, 1952 behind Class B1 4-6-0 No 61203.

Opposite: Variety at Potters Bar: (top) Class B17/6 4-6-0 No 61657 *Doncaster Rovers* with a down 'Cambridge Buffet Express' in March, 1954. (Centre) On one of its last duties before being scrapped, Ivatt Class J1 0-6-0 No 65010 heads south with a permanent way train in May, 1951. (Bottom) Gresley Class K3 Mogul No 61811 heads north with a fitted freight in September, 1953.

Above: Class D16/3 4-4-0 No 62618 emerges from Hadley Wood tunnel with a Cambridge to King's Cross semi-fast in July, 1952. The 'Claud Hamiltons', as they were always dubbed, were a Holden Great Eastern Railway design rebuilt during the 1930s by Gresley.

Top right: On a frosty morning in late September, 1952 Class A4 Pacific No 60007 *Sir Nigel Gresley* climbs the gradient to Potters Bar with the down 'Centenaries Express' run to commemorate the founding of Doncaster Works.

Right: Class A1 Pacific No 60139 *Sea Eagle* tops the gradient at Potters Bar in May, 1951 with an early morning express to Leeds.

60007

60139
A1 SEA EAGLE

Above: Another Class V2, No 60899, storms out of Welwyn South tunnel with a down Newcastle express, in April, 1954.

Top left: Class N2/2 0-6-2T No 69490 heads a King's Cross-Hatfield stopping train near Potters Bar in May, 1951, the train consisting of two Gresley four-coach articulated sets.

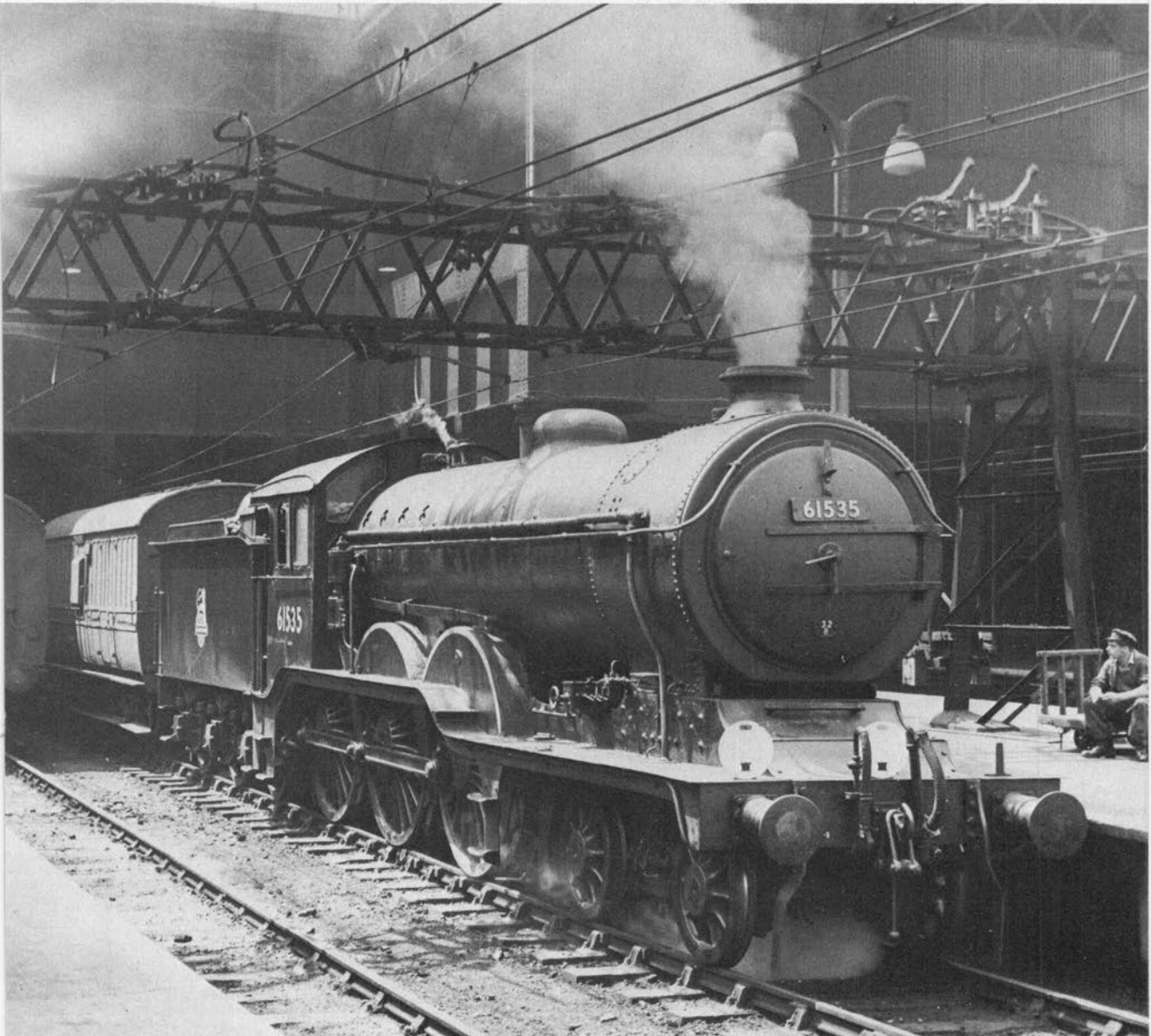
Left: After the line in this area had been widened to four tracks, Class V2 2-6-2 No 60849 approaches Potters Bar in July, 1955 with an Anglo-Scottish fitted freight.

THE
WEST RIDING
60117

Left: Class A1 Pacific No 60117 *Bois Roussel* brings the up 'West Riding' out of Welwyn North tunnel into a brief patch of daylight before plunging again into the darkness of Welwyn South.

Bottom left: A free-steaming Class K3 2-6-0, No 61905, emerges from Welwyn South tunnel in April, 1954 with a down express perishables freight.

Below: Class B12/3 4-6-0 No 61535 simmers under the June sun of 1952 whilst awaiting the right away from Liverpool Street station with a parcels train for Ipswich.



Above: In March, 1952 'Britannia' Pacific No 70002 *Geoffrey Chaucer* stands at Liverpool Street ready to take the 'East Anglian' express to Norwich.

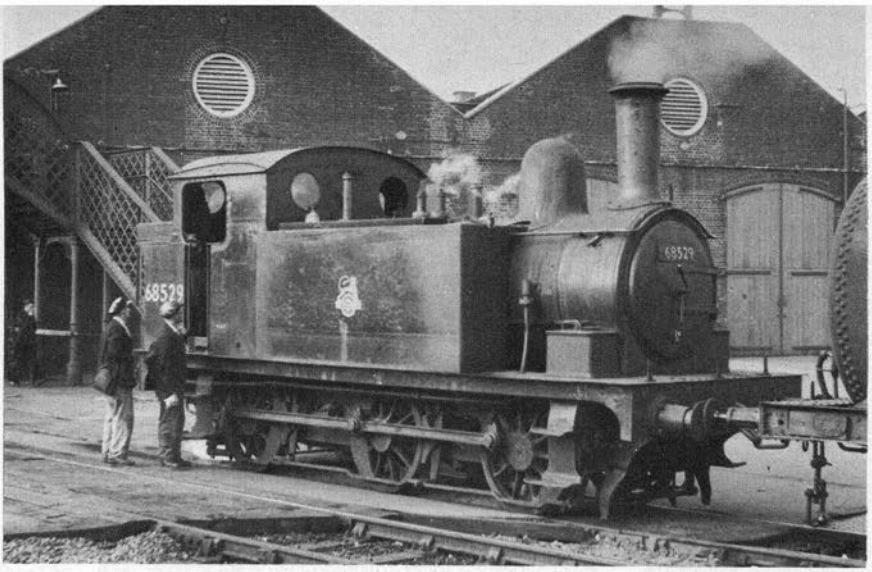
Top: A cold February sun filters through the Liverpool Street station roof and highlights the smoke and steam emanating from Class N7/5 0-6-2T No 69687 waiting to leave with the 12.26 local train to Hertford East in 1953.

Above: The 12.36 'Clacton Interval Service' draws slowly away from Liverpool Street in July, 1953 behind Class B2 4-6-0 No 61615 *Culford Hall.*

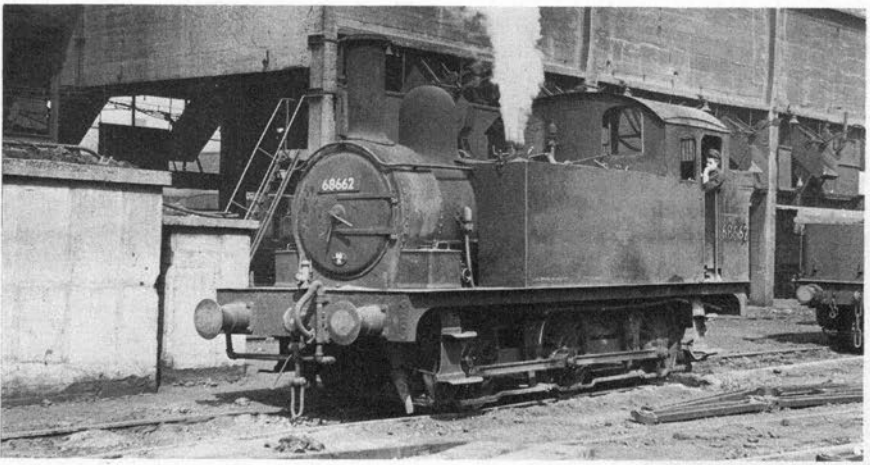
Below: BR Standard 'Britannia' Pacific No 70039 *Sir Christopher Wren* pulls away from Liverpool Street station in April, 1958 with the 08.24 Sunday train for Norwich.

Above: Stratford—Palace of Varieties: In 1913 Hill designed the Class Y4 0-4-0 Dock Tank for the Great Eastern and just five of the class were constructed. No 68128 shunts a coal train at the Stratford coal depot ready for it to be taken onto the main line by something a little more powerful.

Right: Eastern Region Departmental Locomotives Nos 31 and 32 at their own small shed at Stratford (30A) in January 1955. These engines, of Class J66, were introduced in 1886 to the design of J. Holden of the Great Eastern and were originally numbered 68382 and 68370 respectively in BR days.

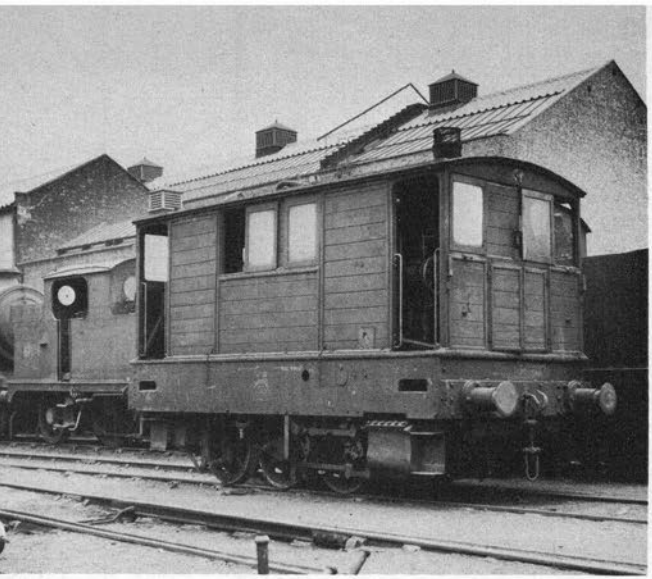


Class J69/1 0-6-0T No 68529 of 1902 vintage pauses outside Stratford Works in June, 1954 with a train of oil tanks.

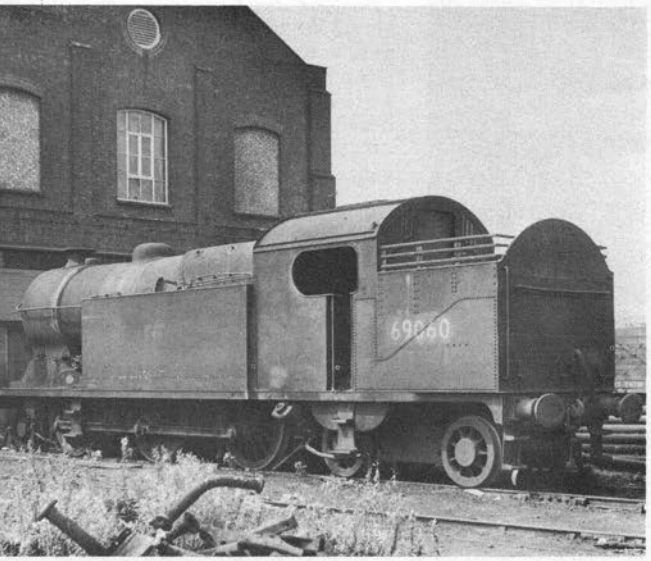


Class J68 0-6-0T No 68662 on shunting duty at Stratford (30A) in April, 1954. This class was a 1912 Hill development of the Class J69 with a side-window cab.

Below: Class J69/1 0-6-0T No 68629 shunts Royal Mail coaches at Stratford just after dawn on a September morning in 1953. This class was introduced in 1902 as a development of the J67 with a 180lb boiler.

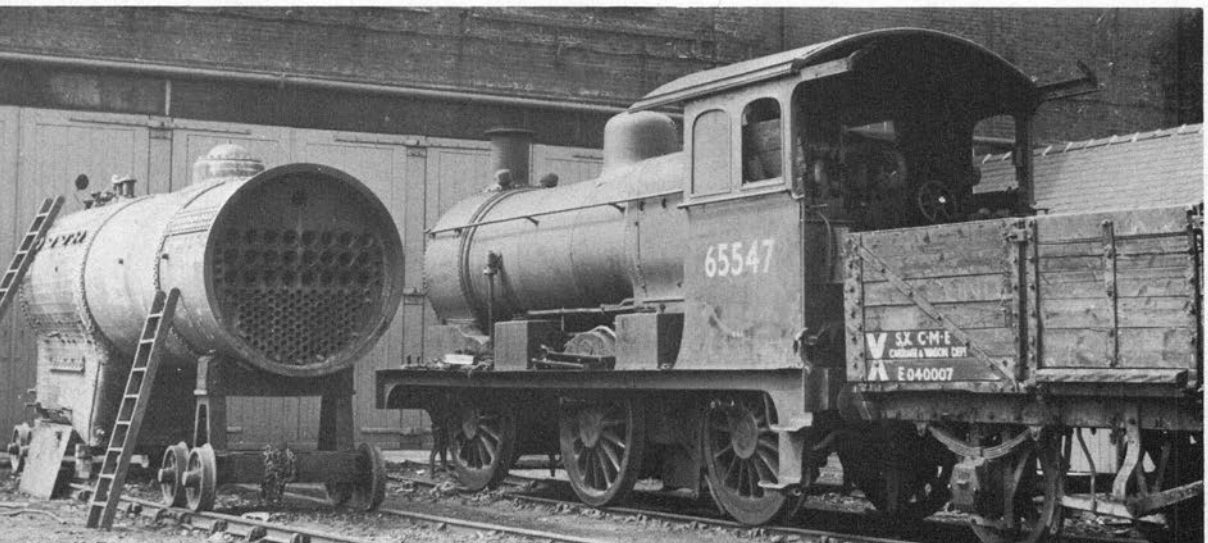


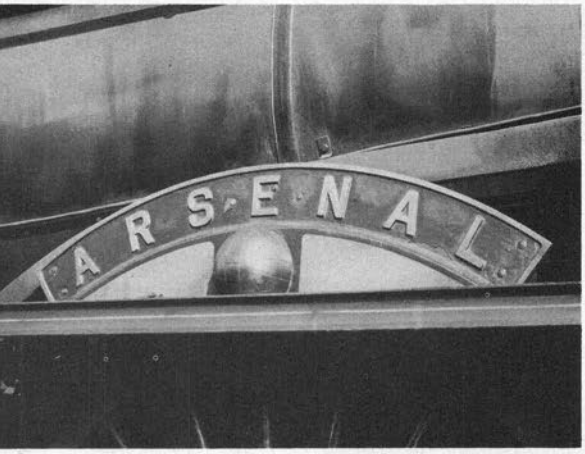
A 1903 J. Holden Great Eastern design was the Class J70 0-6-0 Tram Locomotive. At Stratford in April 1955 No 68222 of the class awaits scrapping.



Class L3 2-6-4T No 69050 awaiting the cutting torch outside the Works on another August day in 1954. These massive engines were a Robinson Great Central Railway design of 1914 and lasted 40 years.

Below: The first Holden Class J17 0-6-0 to be withdrawn, No 65547, awaits its fate outside Stratford Works in August, 1954, aged 53 years.





Above: Class J66 0-6-0T No 31 (Departmental) and Gresley Class J39/1 0-6-0 No 64767 outside the Works in January, 1955. The J66 is acting as works shunter whilst the larger engine is awaiting attention.

Left: Twenty-three of the 'Sandringham' class 4-6-0s were named after football teams. One of the most famous of these must be *Arsenal*, the name carried by No 61648 of the class pictured at Stratford in June, 1954.

The smokebox door of Class B1 4-6-0 No 61312 makes a forlorn picture standing on the Works floor in July 1956 as the owner undergoes major repair.

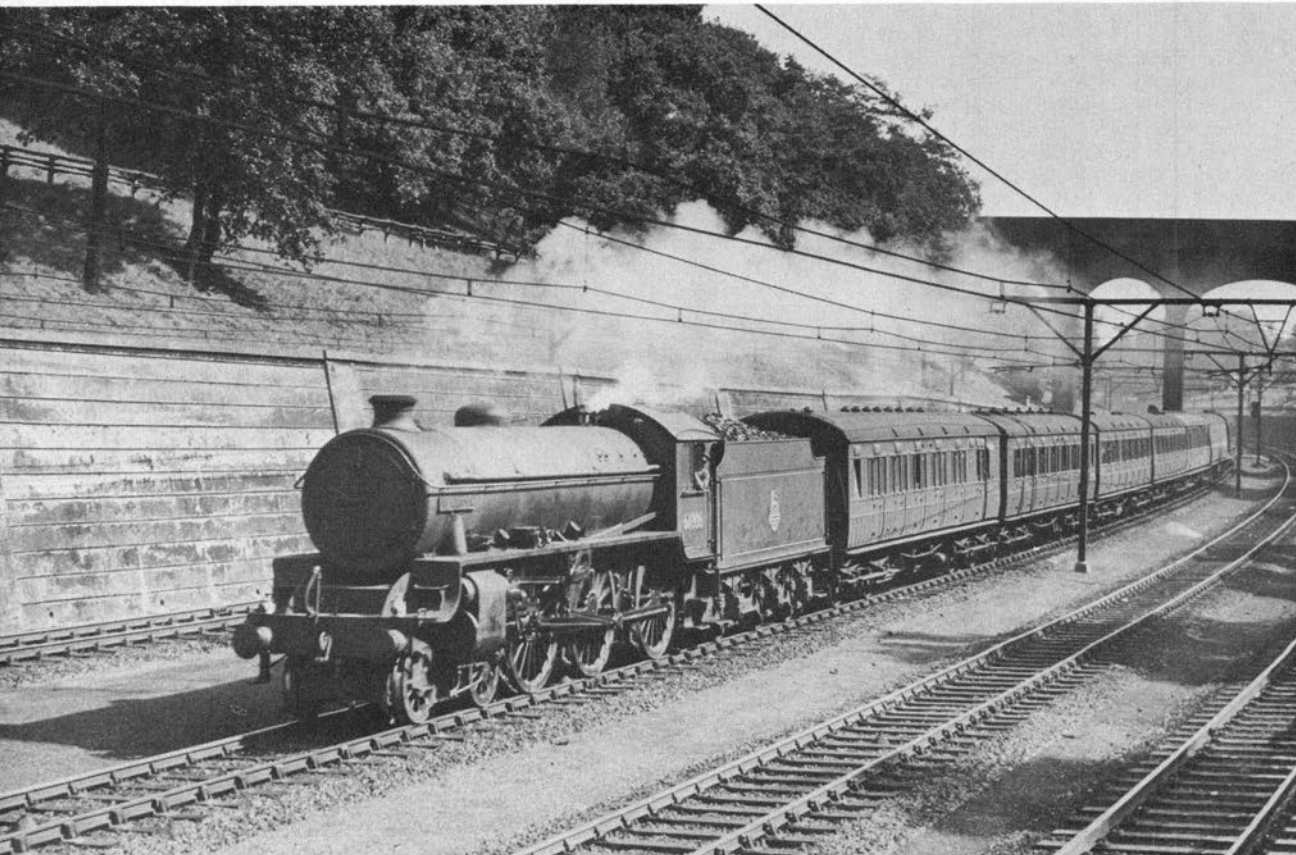
Class F5 2-4-2T No 67217 at Stratford (30A) in August, 1954. This class was introduced by S. D. Holden for the Great Eastern in 1911 and was a rebuild of the original Worsdell Class F4s dating from 1884.

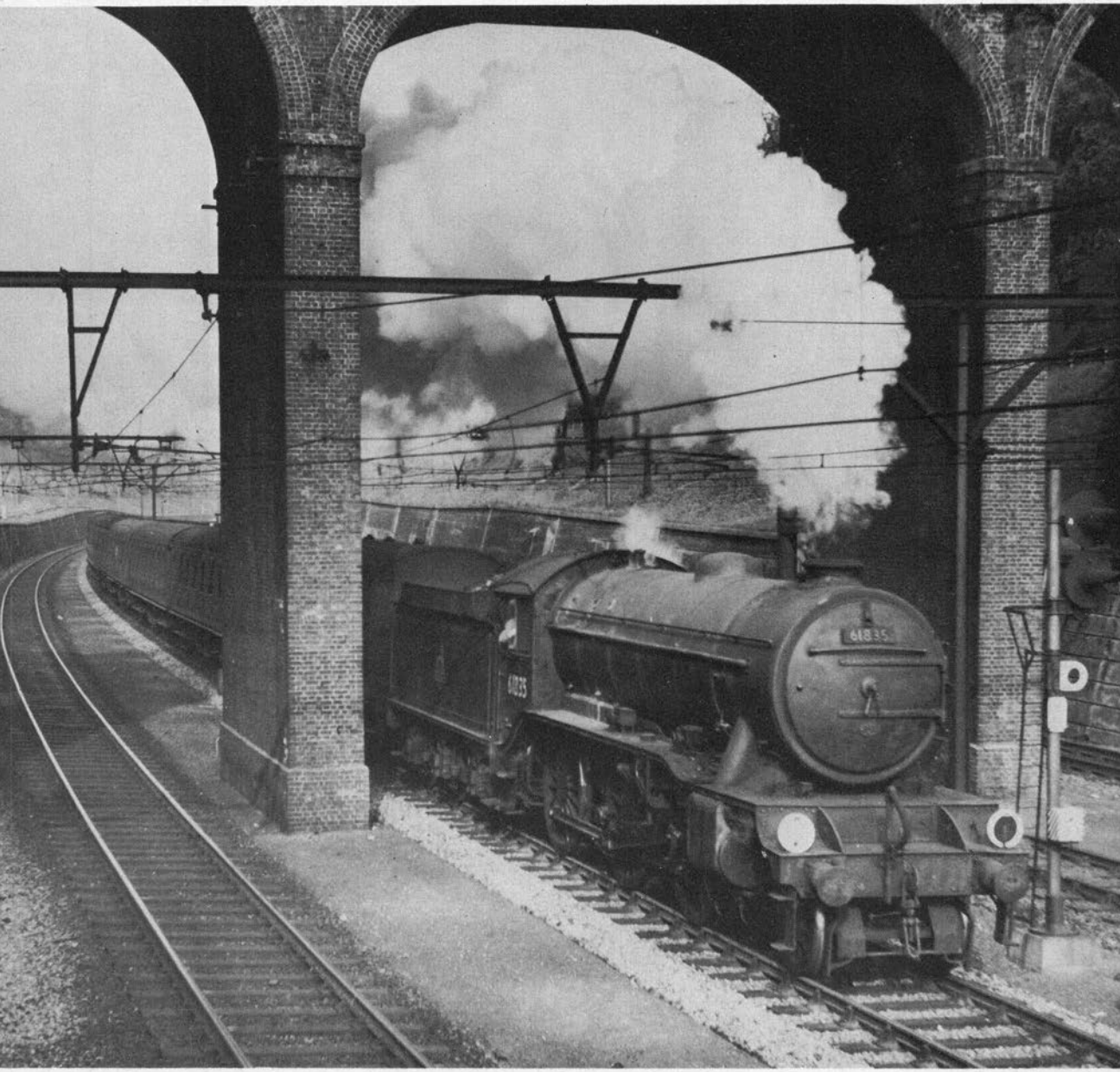
Another S. D. Holden Great Eastern design was the J19 0-6-0 of 1912 but rebuilt with a round-topped firebox from 1934. No 64645 of the class at Stratford in June, 1954.

In 1945 Thompson rebuilt one of Gresley's Class K3 Moguls with two 20 in by 26 in cylinders in place of the original three of $18\frac{1}{2}$ in by 26 in. Re-classified as Class K5 the locomotive, No 61863, is shown at Stratford in April, 1955.

Class J15 0-6-0 No 65370 pulls away from Temple Mills yards in April, 1954 with a mixed freight bound for Colchester. These engines did sterling work for the whole of their long life. Designed by Worsdell for the Great Eastern in 1883 the class lasted until well into the 1960s.

61500





Above: Gresley Class K3/2 2-6-0 No 61835 on Brentwood Bank in May, 1953 with a train for Southend-on-Sea.

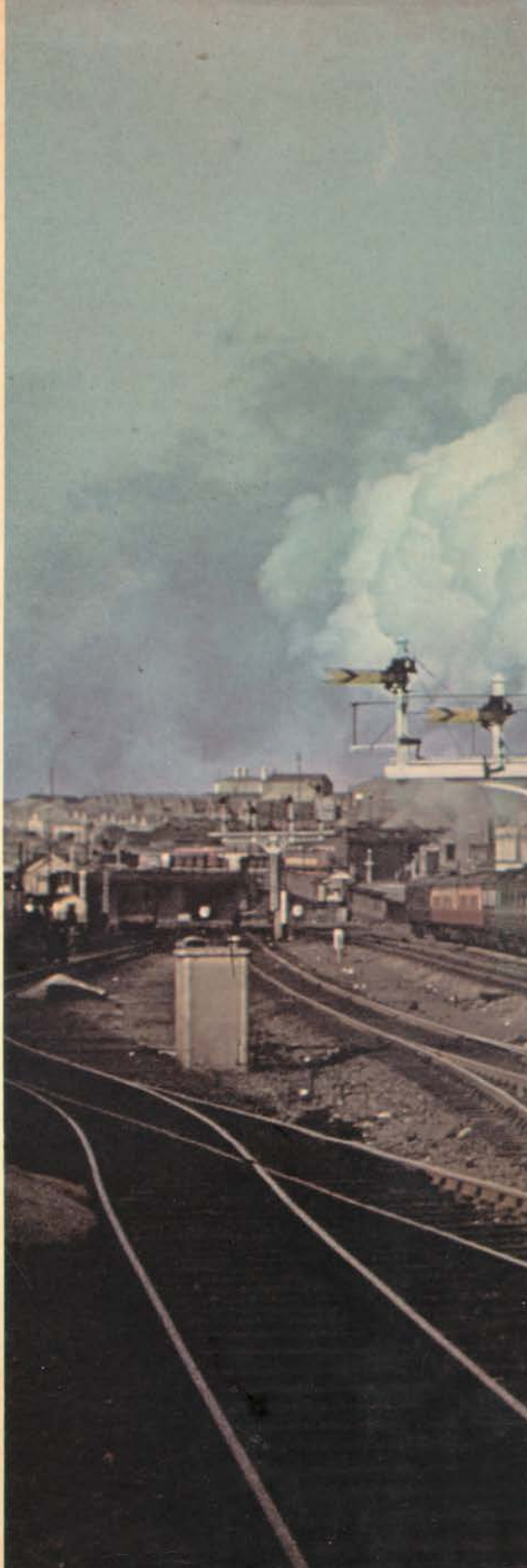
Top left: Class B17/1 4-6-0 No 61600 *Sandringham* approaching Bishops Stortford in April, 1952 with a Liverpool Street-Cambridge express.

Left: Class B1 4-6-0 No 61006 *Blackbuck* races down the bank towards Brentwood & Warley station in September, 1953 with a Southend to Liverpool Street train.

A down Norwich and Yarmouth express near Shenfield in May, 1952 headed by 'Britannia' Pacific No 70003 *John Bunyan*.

Hill Great Eastern Class J20/1 0-6-0 No 64677 near Shenfield on the same day with a freight for Southend. These locomotives were rebuilt in 1943 with the B12/1 type boiler and round-topped firebox.

Above: 'Sandringham 'Class B17/6 4-6-0 No 61646 *Gilwell Park* between Shenfield and Billericay in the spring of 1952 with a train for Southend-on-Sea.

Below: Class B12/3 4-6-0 No 61546 takes the Shenfield Loop in May, 1952 with a semi-fast for Southend from Liverpool Street.

A Liverpool Street-Southend train headed by Class B12/3 4-6-0 No 61572 approaches Billericay, Essex in the spring of 1952.